

# AMA

American Motorcycle Association

December, 1970

50c

## NEWS



# AMA NEWS

Official Journal of the AMERICAN MOTORCYCLE ASSOCIATION

Formerly American Motorcycling

"The Greatest Sport On Wheels"

DECEMBER, 1970

VOLUME XXIX

NUMBER 12

ALTON ISMON  
Editor

ED YOUNGBLOOD  
Managing Editor

## PROFESSIONAL COMPETITION

Brelsford and Romero Share Last  
Three National ..... 24

## REGULAR FEATURES

<u>Motor Maids</u>	32
<u>Events Calendar</u>	36
<u>Dealer AMA Membership Contest</u>	38
<u>Wheel Revolutions</u>	40
<u>Classified Advertising</u>	43
<u>Pit Stops</u>	44

## SPORTSMAN COMPETITION

<u>Fusan, Walsworth Win Final Eastern Enduros</u>	18
<u>Sportster Sets New Record</u>	23

## SPECIAL

<u>A Test Pattern for Tomorrow's Motorcycling</u>	3
<u>Motorcycling's International Aspects</u>	6
<u>AMA Official Bondy Testifies In Expressway Case</u>	10
<u>Trans-AMA</u>	12
<u>1970 Typical Girl Rider Contestants</u>	34
<u>Last Chance to Enter AMA Insignia Contest</u>	42

## COVER

Suzuki's 250cc World Moto-Cross Champion Joel Robert sets the pace for the Trans-AMA International Moto-Cross series. Though he is unlikely to earn the Championship, having entered the series late, Belgium's Robert has won four events for four entries. The photograph is by Art Zook, taken at the Delta, Ohio, October 25 where Robert rode the new 370cc Suzuki for the first time.

AMA NEWS is published monthly by the American Motorcycle Association, 5655 N. High St., Worthington, Ohio. Second class postage paid at Columbus, Ohio. Printed in U.S.A.

Subscription rates: United States, its possessions, and Canada, one year, \$3.00; single copy 50 cents. Foreign countries: one year \$4.00.

AMA NEWS welcomes contributions but to be considered the material must be exclusive and oriented to American Motorcycle Association programs and policies. Manuscripts, photographs, drawings, etc., will receive courteous attention and normal care, but AMA NEWS and the American Motorcycle Association will not be responsible for unsolicited materials. All contributors should keep duplicate copies.

Editorial and business offices: AMA NEWS, 5655 N. High St., P. O. Box 231, Worthington, Ohio 43085. Phone (614) 888-3436. Postmaster: please mail Form 3579, to P. O. Box 231, Worthington, Ohio 43085.

## BOARD OF TRUSTEES

William M. Bagnall  
MOTORCYCLIST MAGAZINE  
Michael Bondy  
HAP JONES DISTRIBUTING COMPANY  
E. W. Colman  
TRIUMPH MOTORCYCLE CORPORATION  
Robert Eck  
ECK FOUNDRIES, INC.  
Fred Fox  
BORON OIL COMPANY  
John Harley  
HARLEY-DAVIDSON MOTOR COMPANY  
Manny Harriman  
TAB-LOC, INC.  
Frank Heacock

BELL-TOPTEX, INCORPORATED  
Tom Heininger  
WEBCO, INC.  
Robert Hicks  
CYCLE SPORT  
J. R. Kelley  
K K MOTORCYCLE SUPPLY, INC.  
William E. Kennedy  
REX CHAINBELT INC.  
Robert Remensperger  
WESTERN SCOOTER DISTRIBUTORS  
Roxy Rockwood  
BSA MOTORCYCLE CORPORATION  
Charles L. Swanson  
PACIFIC BASIN TRADING CO.  
Jess Thomas  
CYCLE  
Ivan J. Wagar  
CYCLE WORLD  
Lawrence Wise  
COSMOPOLITAN MOTORS, INCORPORATED

## AMA OFFICERS

William M. Bagnall ..... President  
Motorcyclist Magazine  
Michael F. Bondy ..... Vice-President  
Hap Jones Distributing Company  
John E. Harley ..... Secretary  
Harley-Davidson Motor Company  
Lawrence Wise ..... Treasurer  
Cosmopolitan Motors, Incorporated  
Jess Thomas ..... Assistant Treasurer  
Cycle

## EXECUTIVE COMMITTEE

William Bagnall  
Michael Bondy  
E. W. Colman  
Lawrence Wise  
John Harley  
Roxy Rockwood  
Jess Thomas

## EXECUTIVE DIRECTOR

Russell E. March

## EXECUTIVE OFFICES

5655 N. High St. ..... Worthington, Ohio  
Mailing Address:  
P.O. Box 231, Worthington, Ohio 43085

## AMA CLASS B MEMBERS

American Honda Motor Co., Inc.  
Gardena, California  
American Java Ltd.  
Long Island City, New York  
American Safety Equipment Corporation  
Detroit, Michigan  
American Sports Co., Inc.  
Gardenia, California  
Bates Industries, Inc.  
Long Beach, California  
Bell-Toptex, Incorporated  
Long Beach, California  
Boron Oil Company  
Columbus, Ohio  
BSA Motorcycle Corporation  
Verona, New Jersey  
Butaco Services, Inc.  
Santa Clara, California  
Butler & Smith, Inc.  
Norwood, New Jersey  
Carlisle Tire & Rubber Division  
Carlisle, Pennsylvania  
Champion Spark Plug Company  
Toledo, Ohio  
Cosmopolitan Motors, Incorporated  
Harboro, Pennsylvania  
Cycle  
New York, New York  
Cycle Sport  
Danvers, Massachusetts  
Cycle World  
Long Beach, California  
Crafty Company, Inc.  
Indianapolis, Indiana  
Daytona Sports Company  
Rancho Cucamonga, California  
Diamond Chain Company  
Indianapolis, Indiana  
Dunlop Tire and Rubber Corporation  
Buffalo, New York  
Eck Foundries, Inc.  
Manitowoc, Wisconsin  
Florida Cycle Supply  
Jacksonville, Florida  
Foreign Motorcycles Corporation  
Long Island City, New York  
Globe-Union Inc.  
Milwaukee, Wisconsin  
The Goodyear Tire and Rubber Co.  
Akron, Ohio  
Gunk Laboratories, Inc.  
Chicago, Illinois  
Harley-Davidson Motor Co.  
Milwaukee, Wisconsin  
Hap Jones Distributing Company  
Norwood, New Jersey  
Husqvarna, Swedish, Inc.  
South Plainfield, New Jersey  
Kawasaki Motors Corp.  
Santa Ana, California  
K K Motorcycle Supply, Inc.  
Dayton, Ohio  
Lucas Electrical Services Inc.  
Englewood, New Jersey  
McHal Enterprises, Inc.  
Hawthorne, California  
Milco Manufacturing Co.  
Milwaukee, Wisconsin  
Modern Cycle  
Canoga Park, California  
Motorcycle Dealer News  
Pasadena, California  
Motorcyclist  
Sierra Madre, California  
Motorcyclist's Post  
Leicester, Massachusetts  
Nisonger Corporation  
New Rochelle, New York  
North American Corporation  
North Long Beach, California  
Pacific Basin Trading Company  
Athena, Oregon  
REX CHAINBELT INC.  
Milwaukee, Wisconsin  
Sears Roebuck & Company  
Chicago, Illinois  
Tab-Loc, Inc.  
Baldwin Park, California  
Triple A Accessories Inc.  
Gardena, California  
Triumph Motorcycle Corporation  
Duarfe, California  
U. S. Suzuki Motor Corporation  
Santa Fe Springs, California  
Websco, Inc.  
Venice, California  
Western Scooter Distributors  
San Francisco, California  
Yamaha International Corporation  
Los Angeles, California  
Yankee Motor Company  
Schenectady, New York

# A TEST PATTERN FOR TOMORROW'S MOTORCYCLING

Part Two In A Series Of Two Articles On  
The American Motorcycle Association's Involvement  
In Television and Motion Pictures



In the November issue of *AMA NEWS* we discussed the ways in which the American Motorcycle Association has cooperated with the television industry. This cooperation has taken place in an effort to overcome the technical problems that arise in televised racing, and the end goal is intended to be a full televised program designed to present to the non-riding public an accurate picture of motorcycle competition, a sport that we consider a true athletic event as well as the most exciting of motor sports.

The AMA's cooperation with the television industry is intended to detect and avoid potential problems. For example, it would be a most serious error to become involved in a pre-mature and over-sold television series. No favorable public response could be achieved by launching upon a series that would present an amateurish image of professional racing as a result of technical errors on the part of the sanctioning body or the taping crews. Also, too much televised motorcycle racing at the outset could have negative effect upon the public.

These problems have already arisen in television's sister industry. A rash of ill-advised, poorly conceived, and amateurishly produced motion pictures that purport to be about motorcycle have done nothing for our sport. In part, this article is about what the A.M.A. is doing to correct this unfortunate situation. It is about the cooperation that is being extended to the right kind of movie maker in an effort to encourage his work, to influence it positively, and to counteract the undesirable image that has been marketed by Hollywood.

Our case in point is the cooperative work that has gone on this past summer with Bruce Brown Productions, a California-based film company currently at

*continued on next page*

work on a feature length documentary film about motorcycle competition as it exists today in the United States.

Bruce Brown, a young California surfer, motorcyclist, and successful producer, is a legend in the industry, known for his acclaimed "Endless Summer," a documentary on surfing that had revolutionary influence upon the motion picture industry when it appeared on the commercial market in 1966.

"Endless Summer," filmed with the hand-held camera on scores of beaches throughout the world, was actually the culmination of five previous lecture films that Brown produced partially in an effort to portray the true image of surfing as a sport.

In those early days, Brown showed his silent pictures to interested groups, narrating them personally or with the aid of a tape recorder. Part of his motive was simply his deep involvement as a surfer. Part of it was an effort to improve the public view of a sport that he saw being unjustly maligned by those who equated surfers with free-loaders and unemployables.

Finally, Brown's work grew to the proportions of "Endless Summer" in June of 1964, his greatest lecture film on surfing. So successful was it, Brown and his partner decided to try it on the public market, and on June 16, 1966 it had its opening in New York. That was the beginning of a long tour for "Endless Summer," and for Bruce Brown's fame as a superb cinematographer and commanding story teller.

Meanwhile, as early as 1963, Bruce and his Business Manager and company Vice President Bob Bagley had become interested in motorcycles. In the sport they saw much of the appeal and potential they had seen in surfing, only on a much larger and less geographically restricted scale. Also, they may have been again attracted by the need to properly portray a maligned and generally unrecognized sport.

Brown is himself an active motorcyclist. He is an enthusiastic fan of all aspects of the sport, and in 1968 finished second in class at the Greenhorn Enduro.

In 1966 his company had done some motorcycle filming for Wide World of Sports, and as his interest in the combination of the motorcycle sport and his profession and art became more heightened, Brown began to make a personal effort to become more emotionally involved. Along with his riding in enduro and hare and hound events, Brown made several cross country trips with the hard-traveling A.M.A. Experts. By helping put on the long miles of the National Circuit with Mert Lawwill and Dick Mann, he became intimately aware of the life of a professional racer.

As Brown's awareness of the details of

(Continued from previous page)  
life on the endless series of weekly motorcycle circuses developed, his conception of his documentary film took shape. Expressing the intense activity that goes from coast to coast — but that is little known to one not a fan of motorcycle competition — the film has been tentatively entitled "Any Sunday."

Concentrated filming for "Any Sunday" began in October of 1969. The project centered upon a small crew of skilled and dedicated professionals that include Brown, Bagley, Don Shoemaker, and Allan Seymour. All four have served time behind the cameras.

Brown, of course, is the nucleus of the operation, acting as producer, director, writer, and photographer. Bob Bagley, having worked with Brown as a business and production manager for almost eight years, also has had a major part in the filming.

Shoemaker was hired for his outstanding reputation as a film editor, but he too was employed often as a photographer on location. And Seymour was brought into the company because of his knowledge of bikes rather than cinematography, but Bagley states that Seymour's understanding of the sport and the action on the track has made him also an invaluable photographer to the project.

During the winter of 1969 the team shot the activity that persists in California, but they also ventured to Montreal to get ice racing footage in their effort to portray every conceivable aspect of competitive motorcycling.

Heavy filming got underway in the spring of 1970, and at this time active cooperation by the A.M.A. came into play. Starting at Daytona, Brown's crew began a marathon filming schedule that took them to seventeen A.M.A. National Championships. At these races they were frequently given special camera locations and extra practice laps so that they might more easily overcome the technical problems that arise.

Bagley states that throughout the summer they refined the filming techniques that they had developed in "Endless Summer" and in their work with Wide World of Sports.

Primarily they used a 16mm handheld Bolex or a stationary Arriflex. Occasionally, a special Photosonic that exposes up to 400 frames per second was used. This machine will provide slow-motion sequences that will reveal subtle action not seen by the human eye.

One technique concentrated upon was the use of helmet mounted cameras for on-the-track action. Using modified Air Force gun cameras mounted on a helmet made by Bell especially for motion picture photography, the Brown crew employed A.M.A. riders to film laps at speed on most of the tracks where they did filming.

The rig consists of small cameras mounted on both sides of the helmet — usually aimed both fore and aft — and a battery belt to supply power. It weighs close to twenty pounds, but does not otherwise interfere with the rider's actions. Frank Gillespie (pictured on page three), Don Castro, Gary Nixon, Mark Brelsford, Dave Aldana, Cal Rayborn, Jim Odom, and Mert Lawwill all were at one time or another put in control of this equipment, but Gillespie and Nixon took the most active interest in the project. Bagley reports that they came to the office and studied film shot from the helmet cameras with the intention of improving their filming techniques on the track.

Often, when time and track conditions allowed, the A.M.A. Referee in charge at a National Championship provided special practice laps for these sessions. With the helmet cameras, a rider could run regular practice laps at speed with no problem, but on occasion several of the riders would coordinate their practice laps to keep most of the action in range of the riding photographer.

From the individual rider to the A.M.A. Referee to the home office, the American Motorcycle Association has a major interest in Bruce Brown's "Any Sunday." Bagley states of his partner, "Bruce's key to success is that he is an excellent story teller on subjects he understands," and with full confidence we have entrusted him to tell the story of motorcycling. His history as a photographer and producer speaks for itself and of his personal motive Brown says, "I admire the people who race and are good at it. They are very little known to the public, and I want others to have the same admiration for these people."

"Any Sunday" will be a film of 90 to 100 minutes. It will have no fictional plot, but rather will present documentary sequences on all aspects of competitive riding. Hopefully, it will be released in mid-summer, 1971.

Having seen the work that has gone into it and the philosophy that has guided its production, we heartily recommend that motorcyclists make a point of viewing it. Actually, it is intended to initiate the non-riding viewer with a vivid portrayal of the world unknown to him that takes place any Sunday almost anywhere in the United States.

However, this world will be interpreted by the special vision possessed by the young men of Bruce Brown Productions. Through their imaginative perspectives and their knowing use of the camera, those of us well aware of the sport will have an opportunity to take a special look at motorcycle racing that is not possible with the naked eye alone.

In it we may see Bruce Brown's contribution to our developing test pattern for tomorrow's motorcycling.

AMA NEWS



MACH III

PHOTOGRAPHED BY MARV LYONS

## **WE KNOW SPEED . . . we build them both!**

This is Kawasaki's 500 Mach III—the fastest 1/4-mile production motorcycle in the world, regardless of displacement (certified by the NHRA).

Unbelievable 1/4-mile acceleration: 111.6 mph in 12.4 sec

Develops a full 60 hp at 8000 rpm—three racing-type Mikuni carburetors

25,000-volt CDI electronic ignition system

Exclusive surface-gap spark plugs (expected life 5000 miles)

Double-loop aircraft alloy frame and new laser-blend, diamond hard finish

Because of our reputation for engineering excellence, Kawasaki was chosen to build the F104 in Japan. Kawasaki also designs and builds commercial jets. This is the kind of precision engineering knowledge that helped develop the fantastic 500 Mach III.



**Kawasaki Motors Corp.**

*The Motorcycle That Advanced Engineering Built*

1062 McGAW AVENUE • SANTA ANA, CALIFORNIA 92705

© 1972 Kawasaki Motorcycles

# MOTORCYCLING'S INTERNATIONAL ASPECTS

Part One In A Series Of Two Articles  
About The American Motorcycle  
Association's Affiliation With The  
Federation Internationale Motocycliste.

In mid-October, 1970 American Motorcycle Association officials Russ March and William Bagnall departed for Cannes, France, the site of the 1970 Congress of the Federation Internationale Motocycliste, the world sanctioning and governing body for the sport of motorcycling. October 19 an unexpected trans-Atlantic call was received at the A.M.A. home offices in Worthington, Ohio. With justifiable satisfaction Executive Director March reported to the staff that the A.M.A. had been unanimously accepted as the sole F.I.M. representative in the United States effective January 1, 1971, replacing the former affiliate, Motorcycle International Committee of the United States (M.I.C.U.S.).

March's phone call signified the opening of a new era of cooperation between the motorcycle governing bodies of the many nations throughout the world. It proclaimed the final melding of a link between the world governing body and the A.M.A., the largest motorcycle association on earth. And it announced the establishment of an international atmosphere in which the world sport might thrive through world-wide rider exchange.

But that is the beginning of another story. That October phone call also was the closing chapter of a long tale that few people in this country are aware of or fully appreciate.

Appropriately, in the January 1971 issue of **AMA NEWS** we shall look forward to what March's phone call heralds. However, in the present part of this story of F.I.M. and A.M.A. affiliation we shall turn to the past, examining the long history that this new affiliation is the culmination of.

Few are aware that the predecessor of the A.M.A. was one of the very early affiliates of the F.I.M. A split came sometime shortly after the first World War, and from that day forward the two organizations grew in their separate directions, both prospering independently.



"... we should all like the U. S. to be represented by its most influential body in motorcycling, the A.M.A."

Count G. Lurani  
F.I.M.

Unfortunately, little else is known. No records are available at the A.M.A. offices, and references to that early union and divorce are always oblique and usually of a questioning nature. All that is known is that the organization that was to adopt the name American Motorcycle Association in 1924 formally separated itself from the F.I.M. in March of 1923.

In some documents a later connection to the F.I.M. is alluded to, but if it existed it also collapsed sometime after the next World War and subsequently has been lost to memory. In a typical example of the uncertain recollection of these early dealings, Major F. D. Goode, former Secretary General of the F.I.M., writes in a letter of February 7, 1961:

As you probably know the U.S.A. was one of the earliest members of this Federation and more recently was represented in the F.I.M. by the A.M.A. After the last war the A.M.A. left the F.I.M.; there does not seem to have been any really serious conflict between the A.M.A. and the F.I.M. and my conclusion is that the A.M.A. decided that it was no longer in its interest to belong to the F.I.M.

Major Goode's recollection is characteristic. What actually transpired between the early twenties and the late fifties is not known, nor may it ever be.

The immediate and documented history begins in 1958 when A.M.A. Executive Director Lin Kuchler met with Canadian Motorcycle Association President H. Edward Hawkes to discuss what steps might be taken to examine possibilities of reaffiliation. This early attempt on the part of the A.M.A. is not well known, for most articles that have appeared in the motorcycle industry press seem to be unaware of it. For example, in an otherwise thorough piece of scholarship, Dan Hunt writes in "Cycle World," July 1970:

This One



WDEN-GBD-W5FN

From several sources, some of which are contradictory, it is only possible to say that the A.M.A. apparently made overtures to the F.I.M. before M.I.C.U.S. was formed [September, 1962].

In fact, Lin Kuchler opened negotiations as one of his first efforts as Director of the A.M.A. and pursued them as his preoccupying task throughout his term in office. However, his 1958 contact with Hawkes was untimely, and by the time serious talks had begun in March of 1959, the F.I.M. had begun a relationship on a non-affiliate basis with the A.F.M., the American Federation of Motorcyclists. Major Goode states,

It was clear that their organization represented only a very small number of the motorcyclists in the U.S.A. but they were enthusiastic and deserved encouragement.

Apparently the F.I.M., looking for action in the United States, and Lin Kuchler, seeking a contact with the world body, groped past each other in the darkness of lost records and ineffective communications.

Kuchler felt put off, assuming that to the F.I.M. it should have been obvious which association truly represented the sport in the United States. Yet the F.I.M., supposing that the poor post-war relations with the United States still prevailed, probably considered the A.M.A. unapproachable. Indeed, there is no indication that the F.I.M. had even become aware of a change in leadership and the instatement of the aggressive Kuchler.

Now a diplomatic problem existed for the F.I.M., for the small and regional A.F.M. could not be expelled for any fault of its own. This California-based group interested primarily in road racing under international rules had in no way misrepresented itself to the F.I.M. Still, the unwitting diplomatic misstep by the F.I.M. officials was enough to delay any fruitful communication, and enough to set the stage for a similar occurrence again in 1960.

It can be said now — in the luxury of retrospect — that Kuchler should have moved in 1958, accepting F.I.M. approaches, but at that time he had no way of knowing how the A.M.A. would stand in a triangular relationship with the F.I.M. and the A.F.M.

By summer of 1960 the momentary disappointment of 1958 had been put aside, and Kuchler entered into further talks with Hawkes and Ron White, also of the Canadian Motorcycle Association. However, again the timing was bad and information of the A.M.A.'s interest did not reach the F.I.M. until late in Octo-

ber, after the autumn congress. At that Congress the United States Motorcycle Club, another small and regional organization, had made appeal to the F.I.M., and it was extended the same cooperation the A.F.M. had been given in 1958. The U.S.M.C. was appointed to run one international event in 1961. It was not granted affiliation. But the provisional agreement again was enough to convince the A.M.A. directors of their uncertain reputation to the F.I.M. Again the question arose as to whether it was wise to jeopardize the largest motorcycle governing body in the United States in a partnership with a smaller regional organization. And again, with little known of the turmoil of the twenties and forties, it was suspected by some that the recognition of a small, regional organization was in fact a diplomatic snub.

Relations between the United States and Europe progressed slowly during 1961 and 1962, and as the A.M.A. continued talks with the Canadians in preparation for a formal application, M.I.C.U.S. came into existence, becoming incorporated in Delaware in 1962. It was an effort on the part of Daytona Speedway owner Bill France to advance international motorcycle activity just as he had done a few years earlier with a counterpart organization for American automobile clubs.

M.I.C.U.S., including six regional and specialized clubs that had developed under the U.S.M.C., applied for and received full F.I.M. affiliation in 1963. Again, the A.M.A.'s timing had been less than satisfactory, for a formal application for affiliation was already in the works with Canadian sponsorship and volunteered support from Ireland. Having begun, however, the A.M.A. proceeded with its application, and on September 28, 1964 Major Goode was obliged to formally reject it, having officially granted United States affiliation to M.I.C.U.S. According to the standing rules of the F.I.M., no nation may have two full affiliates at the same time.

Goode's personal sentiment, though, was not for rejection, and he and M.I.C.U.S. officials began to make efforts to properly acknowledge America's largest sanctioning body on the world scene. He wrote in September of 1966:

. . . I for my part will try to arrange that M. I. C. U. S. withdraw and that your application is accepted.

And in apparent agreement M.I.C.U.S. organizer France wrote in May of that year:

For our part, we would be willing to ask the F.I.M. to accept a change

of representation from M.I.C.U.S. to the A.M.A. as soon as possible.

At the suggestion of France, Lin Kuchler met with M. I. C. U. S. officials William Spear, Howard Sluyter, and Renny Denton at Daytona, and it appears that that meeting did not go well. Being of a different mind from France and Goode; Spear, Sluyter, and Denton had no intention of withdrawing their organization from the world picture.

Spear, associated with various racing enterprises; Sluyter, a Volkswagen distributor in Michigan and Indiana; and Denton, President of Rolex Watch Company, were thought by Kuchler to be not sincerely interested in motorcycle activity. It was suggested that M.I.C.U.S., whose officials could not even describe the functions of its member clubs, and which did not have an office or an acting staff, was merely a corporate sham whose officers were profiteering from the sale of international sanctions and licenses while doing nothing to promote international activity.

In return, Sluyter asserted that he thought the A.M.A. to be narrow minded and detrimental to the sport of motorcycling. The breach was firmly established. With the then current A.M.A. and M.I.C.U.S. officialdom, no agreement would ever be possible.

In 1966 William T. Berry took over as A.M.A. Executive Director and the job that Lin Kuchler had begun was placed in his hands. Affiliation had not come about, but much of the necessary international understanding had been developed through the uncertain and unfortunate misunderstandings of the first half of the decade.

Soon after the appointment of Mr. Berry M.I.C.U.S. also got new officials. Wes Cooley, organizer and head of the American Cycle Association, was made President of M.I.C.U.S., and the officials from outside the motorcycle industry stepped down. All of Cooley's board also were from within the motorcycle industry or sport. The new Vice Presidents were William Grapevine of the Pan-American Racing Association and Fred Otto of the American Association of Motorcycle Road Racers, and his Treasurer was John McLaughlin of the A.F.M.

Contrary to comments that have been made in the industry press by writers elaborating upon unsubstantial information, letters extant from the period indicate a rapport between Berry and Cooley. Both were working toward a cooperative agreement designed to further the world sport, and any turmoil that was to follow was to take place within the structure of M.I.C.U.S. itself.

*continued on page 11*

# Once you get a taste of power

You want more.

Most people start with a smaller machine. Riding around the neighborhood. On short hauls out of town. But pretty soon you feel the limitations of that little taste of power. You start looking around for something bigger and better. And one day you're ready.

For a high-performance, high-output BMW.

And now BMW is ready for you. The new 500, 600 and 750 cc bikes are as reliable and roadworthy as

any BMW ever built. The familiar flat-twin design still gives the best-balanced, smoothest ride of any bike on the road. But once you take a BMW out, you know the difference.

It's fast. Very fast. The new engines and frames allow BMW to go top speed more of the time, even in tight corners. It has a way of outriding bikes that are supposed to be faster.

And it's remarkably versatile. When you get tired of showing off around town, take it cross-country

or off into the badlands. With the famous long-stroke fork, dependable shaft drive and rugged Bosch ignition system, the new BMW can go almost anywhere you want.

There's no law that says your first bike can't be a BMW. But when you've ridden the other ones first, you'll appreciate it a lot more.

See your nearest authorized BMW dealer, or write: East: Butler & Smith, Inc., Norwood, N.J. 07648. West: Flanders Company, Pasadena, Calif. 91101. Canada: BMW Motorcycle Distributors, Toronto 12, Ont.

**Bavarian Motor Works**



# AMA OFFICIAL BONDY PROVIDES EXPERT TESTIMONY IN ATLANTIC CITY EXPRESSWAY CASE.

Two years ago a 54-year-old New Jersey motorcyclist who uses his bike for daily transportation to work was arrested for riding on the Atlantic City Expressway where signs clearly displayed the Expressway Commission's policy banning motorcycles. That arrest was the beginning of a long legal procedure in which the American Motorcycle Association became involved, that ended in a precedent-setting victory for motorcyclists in the heavily populated metropolitan area, and that eventually may lead to the opening of all of New Jersey's Expressways to the licensed and tax-paying motorcyclists that help pay for their construction and maintenance.

The motorcyclist is Roland J. Ernst and his violation cost him only five dollars, but the unwarranted prejudice against Mr. Ernst and his vehicle was the real issue in question. Two years ago there were only two highways in the United States that were banned to motorcyclists, and both were in the state of New Jersey. Today — thanks to Mr. Ernst, his lawyers, and AMA Vice President Michael Bondy — there is only one, and legal precedent has been set for its opening.

Referring to the restriction of motorcycle cycles from the Atlantic City Expressway, New Jersey Superior Court Judge Mariano stated that he found the regulation "... arbitrary, capricious and unreasonable since there is no evidence which establishes a clear relationship between the regulation and the contribution . . . toward efficient and safe handling of traffic on the Expressway and the public safety."

The American Motorcycle Association became involved in the Atlantic City Expressway case when Michael F. Bondy, Vice President of the AMA and President of the newly formed Eastern office of Hap Jones Distributing Company, appeared as the only expert witness for the defense during the trial.

Bondy states, "We pointed out that there had been no motorcycle accidents in the two-and-a-half years that it (the Expressway) had been open to motorcyclists." Furthermore, he introduced studies done by the Los Angeles Police Department demonstrating that motorcycles are safer at speeds greater than



AMA Vice President Michael Bondy

thirty miles per hour, and testified that motorcycle brakes are more precisely manageable than hydraulic brakes on automobiles.

"In the case of an automobile," he stated, "braking effort on the individual wheels cannot be controlled. And once a wheel loses traction, you enter into a hazardous situation. You can readily control the amount of effort on each wheel on a motorcycle, and the chance of losing traction is less."

Interestingly enough, Mr. Ernst's case and Mr. Bondy's testimony do not appeal to the much overbeaten drum of constitutionality. Rather at question was an unreasonable prejudice against the motorcycle based upon ignorance and a lack of technical information about the vehicle. In other words, the argument that motorcycles are inherently less safe than automobiles is simply not founded in fact. This Mr. Bondy found easy to demonstrate, drawing upon his experience as an engineer, as an AMA officer, and as a seasoned and active motorcyclist.

At this writing, signs prohibiting

motorcycles from the Atlantic City Expressway still stand. But they should be ignored. The time allowed for appeal by the state has lapsed, so the case is closed, and the standing signs may be in contempt of court.

Now that Roland Ernst has proven his point, Mr. Bondy writes, "In view of the decision of Judge Mariano, it would appear to me that the Garden State Parkway is now up for grabs." In order to test Bondy's opinion, the American Motorcycle Association has begun proceedings questioning the propriety of motorcycle prohibition from the Parkway, the one remaining highway in the United States restricting motorcycle traffic.

Following the precedent set by the Atlantic City Expressway case, the AMA has begun to finance and engineer a case designed to open the Garden State Parkway to motorcycles. As with the initial victory, Vice President Bondy will be a key figure in the legal battle that is intended to give motorcyclists their small portion of the highways for which they buy licenses and pay taxes.

At the F.I.M. Congress in Libubliana, Yugoslavia in 1969 those affirmative efforts came to fruition. Cooley and Berry signed an agreement on October 14 allowing for the creation of the United States Motorcycle Association (U.S.M.A.), a corporation including both the A.M.A. and M.I.C.U.S. that would function as the United States affiliate. The agreement outlined in fourteen detailed provisions the responsibilities and rights of the two organizations during the year of transition. Final establishment of U.S.M.A. was to be achieved before the F.I.M. fall Congress of 1970.

But what appeared to be an amicable solution to Cooley and Berry and the A.M.A. Executive Board did not appear to be acceptable to the other M.I.C.U.S. officers. During 1970 a serious split occurred within the organization. John McLaughlin claimed to have ousted Cooley as president in a special meeting, although Cooley claimed the meeting illegal. McLaughlin also sued Cooley, and Cooley countered with a cross-suit, and cease and desist letters from the lawyers of both parties made it impossible for the A.M.A. to deal with an officer of M.I.C.U.S. Therefore, U.S.M.A. could not be established as the F.I.M. had requested.

As a final effort to achieve affiliation and introduce the United States into an active world sport, Russ March, the newly appointed Executive Director of the A.M.A., renewed the formal application that had been pending since 1964, operating upon the theory that M.I.C.U.S. no longer existed as a functioning organization. This was done after the A.M.A. had made every reasonable effort to form the joint organization with M.I.C.U.S. during 1970.

With M.I.C.U.S. unable to demonstrate its working ability as an affiliate, and unable to show any progress on its part toward the formation of U.S.M.A. the delegates to the Cannes Congress unanimously accepted the A.M.A. as the sole affiliate in the United States. The acceptance was in accord with a comment made three years earlier by Major Goode. In July of 1967 Goode wrote:

In my opinion, there is no doubt that M.I.C.U.S. cannot be said properly to represent motorcycling in the United States and that the only body qualified to do so is the A.M.A.

Now that affiliation has taken place, we may look back upon it as a lesson in international relations. At times it has been a comedy of cautiousness, but that slow progress has laid a firm foundation for a soundly working relationship between the A.M.A. and the F.I.M.

In the January issue of AMA NEWS we shall try to project the nature of that relationship.

## After four years of winning, people expect Hodaka to build the nation's number 1 trailbike.

### The Hodaka 100 'B' is more than you'd expect.



Building America's number one all-around trailbike year after year is no easy job. It means extra care and attention to detail that goes farther than "good enough" . . . and often spells the difference between "first" and "did-not-finish."

And that's all the difference in the world.

"**G**etting away from it all" is what Hodaka trailbikes are all about. Free from weekday worries, out in the open air . . . trailbiking gives you a "go anywhere, do anything" kind of feeling no other sport can offer.

We design and build Hodaka trailbikes to promote this feeling of freedom.

Take performance, for instance. Hodaka is the world's most popular 100cc trailbike because it out performs other trailbikes. Consistently. The technical reasons why are complex. The results are simple. More competitive events in the 100 class have been won on Hodaka's than any other make. We're experts when it comes to building trailbikes and seven years of study and design have taken the guess work out of the 'go'.

But just 'go' isn't good enough in a trailbike. A breakdown ten miles from the nearest road can be dangerous as well as irritating. This is where Hodaka really shines. Every single component that goes into building the Hodaka has

been time tested . . . some up to seven years. When something isn't up to snuff we improve it until it is (flaws should be discovered in the factory by engineers, not in the field by customers). To date, our 1970 Hodaka has been improved 174 ways better than the first Hodaka introduced seven years ago. And this testing continues, right down to the tiniest nut or bolt.

Cycle Magazine affirmed Hodaka's reliability when they reported on a California Scrambles event with the words: "While the other makes of motorcycles, large and small, dropped like flies from the pounding the Hodaka's went on and on and on!"

For a copy of "The Hodaka Story," send the coupon and 25¢ to PABATCO's address below.

Name.....
Street.....
City.....
State..... Zip.....
Phone.....
AM      12-70

PABATCO, Box 327, Athena, Oregon 97813



# Trans-*A*

## A PILOT PROGRAM

### BANKS AND NICOLL STAND TIED AFTER SIX EVENTS. BURLESON GRABS TOP AMERICAN SPOT.

Photos by Rick Kocks, Boyd Reynolds, and Art Zook.

On previous pages of this issue there has appeared an article on the history of the A.M.A.'s affiliation with the Federation Internationale Motocycliste. That affiliation, intended to encourage the sport of motorcycling on a worldwide level, will be explained in further detail in the January 1971 issue of *AMA NEWS*.

However, at this writing, the American Motorcycle Association is well into the Trans-AMA International Moto-Cross series, our pilot project for international motorcycling. Six races of the eight-race series have transpired, and several international riders have described it as the best run moto-cross series they have seen in the United States.

The Trans-AMA is built upon several principles designed to encourage international competition that have never before been employed in this country. For example, a uniform set of rules for track procedure is being enforced from coast to coast. Also, for the first time in America our own riders are being allowed to hone their moto-cross skills by racing directly with the Europeans for the same purse. Always before the

Americans have ridden for a purse while the visiting Europeans were paid on salary for exhibition rides.

The Trans-AMA opened October eleven at Marion County International Raceway near LaRue, Ohio. On an overcast and cool day that held down spectator attendance, the spectacular BSA factory team from England began their early series domination by taking first, third, and fourth. Sandwiched between Smith, Nicoll, and Banks was Sweden's Husqvarna factory representative Gunnar Lindstrom.

But crowd-pleaser of the day was Californian Brad Lackey, coming back from a first lap crash to win the heavyweight support class.

October eighteenth the series stopped at Unadilla Valley Sport Center near New Berlin, New York where Sunday's sun thawed an early snow to leave the course in superb condition. Jeff Smith repeated his win with the three remaining BSA teammates following in the order of Hickman, Banks, and Nicoll.

Meredith, New Hampshire's Paul Reed won the heavyweight support class for Husqvarna, surprising the moto-cross veterans

who had not seen much of this fast and smooth newcomer.

October twenty-fifth the series returned to Ohio where the Delta Motorsport Park event received a new charge of enthusiasm in the appearance of the Suzuki team of Joel Robert and Olle Pettersson.

*(Text continued on page 16)*



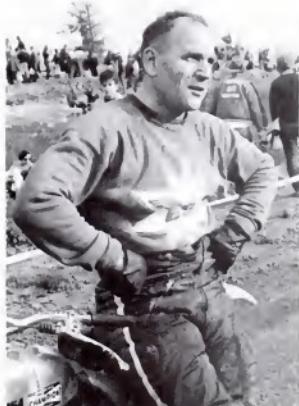
MA

FOR INTERNATIONAL ACTIVITY





LEFT: Rick Grassl, Bellville, Ohio; ABOVE: Gunnar Lindstrom, Ecjol, Sweden; BELOW LEFT: Jeff Smith, Staffordshire, England; BELOW: AMA Flagman Duke Pennell; OPPOSITE PAGE: Terry Cran nell, Glens Falls, New York.





BSA's Nicoll forced Robert to a hard ride, but the Belgian World Champion was in firm control by the end of the final moto.

Californian Tom Rapp won the lightweight support class for Bultaco with Reed following to second.

Swinging south, the Trans-AMA

stopped November first at Franklin, Georgia. Again Robert defeated the BSA team, this time with greater ease than at Delta. John Banks, just beginning to regain the old form that had been hampered by a leg injury earlier in the year, finished second ahead of

teammate Nicoll.

The lightweight feature became a Bultaco sweep with Tom Rapp, Ron Stockman, Russ Powell, and John Bettencourt bringing their Spanish mounts home in that order.



ABOVE: Ron Stockman, San Pablo, California; OPPOSITE PAGE: Brad Lackey, Pinole, California.

#### Results Trans-AMA LaRue, Ohio

##### LIGHTWEIGHT FEATURE

- Jeff Smith, Staffordshire, England
- Gunnar Lindstrom, Ecjol, Sweden
- Dave Nicoll, Cambridge, England
- John Banks, Birmingham, England
- Bob Thompson, Apalachin, New York
- James Weinert, Middletown, New York
- Bryan Kenney, Shaker Hts., Ohio
- Dick Burleson, Toledo, Ohio
- Dave Aldana, Santa Ana, California
- Wyman Priddy, Fort Worth, Texas

##### SUPPORT HEAVYWEIGHT FEATURE

- Brad Lackey, Pinole, California
- Ron Stockman, San Pablo, California
- Rickey Campbell, Milford, Ohio
- Dick Norris, Los Angeles, California
- Jim O'Neal, Reseda, California
- Cliff Graham, Bethel, Ohio
- Tom Lauzon, Madison, Wisconsin
- Dick Sinclair, Gaffon, Ohio
- Mike Singer, Medina, Ohio
- Jim Fagle, Groveport, Ohio

#### Results Trans-AMA Unadilla, New York

##### LIGHTWEIGHT FEATURE

- Jeff Smith, Staffordshire, Eng.
- Keith Hickman, Berkshire, Eng.
- John Banks, Suffolk, Eng.
- Dave Nicoll, Cambridge, Eng.
- Peter Lampuu, Winchester, Mass.
- Bob Thompson, Apalachin, N.Y.
- Bryan Kenney, Shaker Heights, Ohio
- Richard Burleson, Toledo, Ohio
- Jim Weinert, Middletown, N.Y.
- Ron Keyes, Montreal, Can.

##### HEAVYWEIGHT SUPPORT

- Paul Reed, Meredith, N.H.
- Ron Stockman, San Pablo, Ca.
- Bruce Maguire, S. Ashburnham, Mass.
- Tom Lauzon, Madison, Wis.
- George Cunha, Johnston, R.I.
- Robert Williams, Sudbury, Mass.
- Tom Canning, Pawtucket, R.I.
- Ivan Buyens, Huntingdon Valley, Pa.
- Rick Norris, Los Angeles, Ca.
- Lisle Gilbert, Writsfield, Vt.

#### Results Trans-AMA Delta, Ohio

##### HEAVYWEIGHT FEATURE

- Joel Robert, Chavil, Belgium
- Dave Nicoll, Cambridge, Eng.
- Jeff Smith, Staffordshire, Eng.
- John Banks, Suffolk, Eng.
- Keith Hickman, Berkshire, Eng.
- Gunnar Lindstrom, Ecjol, Sweden
- Olli Pettersson, Sweden
- Brad Lackey, Pinole, Ca.
- Bryan Kenney, Shaker Hts., Ohio
- Doug Rodrigues, Little Neck, N.Y.

##### LIGHTWEIGHT SUPPORT FEATURE

- Tom Rapp, Buena Park, Ca.
- Paul Reed, Burlington, Vt.
- Ron Stockman, San Pablo, Ca.
- Larry Everser, Columbus, Ohio
- Ron Moore, Kettering, Ohio
- Bob Lyall, Mansfield, Ohio
- Don Bannerman, Berkley, Mi.
- Buddy Powell, Noblesville, Ind.
- Ray Wenzel, Homewood, Ill.
- Ray Fowler, Dayton, Ohio



### Results Trans-AMA Franklin, Georgia

#### HEAVYWEIGHT FEATURE

1. Joel Robert, Chavlo, Belgium
2. John Banks, Suffolk, Eng.
3. Dave Nicoll, Cambridge, Eng.
4. Olie Pettersson, Sweden
5. Keith Hickman, Berkshire, Eng.
6. Jeff Smith, Staffordshire, Eng.
7. Jim Weimer, Middletown, N.Y.
8. Sonny DeFeo, Port Washington, N.Y.
9. Bryan Kenney, Shaker Heights, Ohio
10. Dick Burleson, Toledo, Ohio

#### SUPPORT LIGHTWEIGHT FEATURE

1. Tom Rapp, Buena Park, Ca.
2. Ron Stockman, San Pablo, Ca.
3. Russ Powell, San Anselmo, Ca.
4. John Bettencourt, Bridgewater, Mass.
5. Dan Berry, Elfers, Ill.
6. Wyman Priddy, Ft. Worth, Tex.
7. Zane Kent, Marietta, Ga.
8. Bob Reynolds, Palm Beach, Fla.
9. Lyndon McCavitt, Birmingham, Ala.
10. Anthony Griffis, Hampton, S.C.

### Results Trans-AMA Lewisville, Texas

#### LIGHTWEIGHT FEATURE

1. Joel Robert, Chavlo, Belgium
2. Olie Pettersson, Sweden
3. Jeff Smith, Staffordshire, England
4. John Banks, Suffolk, England
5. Gunnar Lindstrom, Eejol, Sweden
6. David Nicoll, Cambridge, England
7. Brad Lackey, Pinole, California
8. Dick Burleson, Toledo, Ohio
9. Sonny DeFeo, Port Washington, N.Y.
10. Tom Rapp, Buena Park, California

#### HEAVYWEIGHT SUPPORT CLASS

1. Gary Bailey, Torrance, California
2. Mark Moore, Plano, Texas
3. Bob Graham, Bellaire, Texas
4. Paul Reed, Meredith, N.H.
5. Greg Graham, Bellaire, Texas
6. Bill Beaman, Tulsa, Okla.
7. Robert Ely, Kansas City, Mo.
8. Jim Henry, Belton, Texas
9. Bob Howard, Austin, Texas
10. Ken Snipes, Ft. Worth, Texas

Second and final event of the southern leg was held November eighth on a rough course at Lewisville, Texas, near Dallas. Suzuki, already setting an impressive record, made its best showing to that date by finishing first and second.

Heavyweight support class winner was famous California motocrosser Gary Bailey, riding a Greeves.

Beginning its western leg at Saddleback Park on November fifteenth, the Trans-AMA again saw Suzuki domination with Robert and Pettersson repeating their one-two Dallas punch. BSA's Banks showed determination and ability to beat Robert, but a spill lowered his overall finish to fourth behind teammate Keith Hickman.

Swedish Husqvarna rider Gunnar Nilsson won the lightweight support class ahead of California riders Cook and Rapp.

In spite of Suzuki domination, their late entry into the series leaves BSA in control of the total points race. Hickman and Smith have led the series, but at Saddleback John Banks moved into a first-place tie with Hickman. New York's Bob Thompson and Ohio's Bryan Kenney have headed the United States points standings, but with the sixth event Dick Burleson has taken control.

The final events at Carlsbad and Seattle will appear in the January, 1971 edition of AMA NEWS.

### Results of Trans-AMA Irvine, California

#### HEAVYWEIGHT FEATURE:

1. Joel Robert, Chavlo, Belgium
2. Olie Pettersson, Sweden
3. Keith Hickman, Berkshire, Eng.
4. John Banks, Suffolk, Eng.
5. Gunnar Lindstrom, Eejol, Sweden
6. Dave Nicoll, Cambridge, Eng.
7. Bill Clements, Pasadena, Ca.
8. Gary Harris, LaMesa, Ca.
9. Dick Burleson, Toledo, Ohio
10. Jim O'Neal, Los Angeles, Ca.

#### LIGHTWEIGHT SUPPORT CLASS:

1. Gunnar Nilsson, Sweden
2. Jim Cook, Fullerton, Ca.
3. Tom Rapp, Buena Park, Ca.
4. Doug Grant, Carpinteria, Ca.
5. Steve Ellsworth, Bakersfield, Ca.
6. Bob Ely, Kansas City, Mo.
7. Walt Axthelm, Costa Mesa, Ca.
8. Bob Williams, Sudbury, Mass.
9. Dave Smith, Escondido, Ca.
10. Dave Rogers, Simi, Ca.

# SPORTSMAN COMPETITION

## Fusan, Walsworth Win Final Eastern Enduros

by Boyd Reynolds

### CAYUTA, N.Y. 150 MILE ENDURO

The traditional venture to the southern tier of New York State for the Cayuta Enduro National proved as interesting as in the past. From the heartbreaks of Jack Pine the week before, Cayuta proved to be a fun run winding up and down excellent mountain trails and smooth dirt roads under blue skies and a blazing sun.

The trail marking left a little to be desired, but the versatility of terrain coupled with the happy disposition of the promoting club members working the checks easily compensated for it.

Bob Fusan was on the golden road right into a 929 point win on a Husqvarna. For Bob this was valuable points

to gain on National Point Leader Jack McLane.

A week of heavy rains had made this a gooey contest where in past years it was dry as a bone. Spectator points were numerous and there were plenty for them to see as riders slogged their way through the tank deep black murky water.

As usual, the winners were much the same familiar names: Norm and Fred Ford, Roy Kussmaul, Ron Bohn, Herman Stoeckel, Buck Walsworth and Jack McLane. Like a Who's Who, those vying for the National Crown appear week after week. Occasionally a local fellow like Paul Cole or George Talbot sneak in to break up the traveling crew.



Winner Bob Fusan shows the determination with which he attacks the trail.

There were 266 entries with only a small 21 finishing in their time. This is perhaps a small percentage attesting to a final hill that was too much for many to surmount. It gathered a good crowd and for the timid of heart it was not one to test your climbing ability. Short and sweet after crossing a creek riding up the shale rock bank, it was the only break to high ground. The last four feet was vertical and too much throttle put the mount over your head and not enough got you nowhere except a hair raising slide backwards. An interesting climax to a good event that will be talked over for a while when enduro riders gather.

#### CHATSWORTH, N.J. 150 MILE ENDURO

South Jersey enduro country is like no other across the nation. Scrub brush imbedded in sand holds its growth down low. It is knuckle slapping stuff that impedes any fast progress, and this year the trail was so tight around the cranberry bogs that riding with your foot on the gas tank was the only way to duck the branches.

Riding in the number 8 slot without any A riders in front on the course, Buck Walsworth often became trail breaker. This did not deter him from a 23 point loss to win on his fleeting Ossa. Buck was in his element exhibiting what he is known best for, fast progress on the trail. Free territory at the end of the run was a playground for the Indiana rider as he pulled the cork and kicked up a dust trail up to 30 minutes ahead of the rest of the pack.

Norm Ford, on a Husqvarna, tied with Honda rider Jack McLane. Ford won out on the tie-breaker check to gain the number two position National points.

Along about noon time the sky blackened in the west and it was evident that the heavens were about to open up. This they did and for the better part of a half hour it poured, then tapered off into a gentle afternoon rain. Getting soaked wasn't enough, but the temperature took a 20° drop so that on road sections the chill went clear through to the bone. Luckily for some, the rain hit right after the noon check at Lakehurst so that those with well equipped pit crews were able to obtain a rain suit top.



Handling his own maintenance, Fuson does a little chain adjusting.



Buck Walsworth, who was the eventual Sandy Lane winner, waits his turn at the starting line.



Just to make sure, Ray Kussmaul walks his bike past George Westley in a swamp area.

## SPORTSMAN COMPETITION ·continued



Deep in the woods, a rider rides the pegs across a shallow, rocky stream.



Under a heavy rain, Norm Ford hustles down the trail ankle deep in mud and water.

The rain did one good thing in that it turned the soft sand trails into firm going. For the inexperienced it made the going a pleasure, that is, to a point. When the trail was dirt or clay, it was now like a greased hillside with riders slithering every which way. Three hundred and seventy nine riders started the contest and eighty-seven made it home to the fire house at Chatsworth still on time.

### NEWARK, N.J. 100 MILE ENDURO

Completing the big three fall Enduro Nationals in the East and a new one to the circuit was the Rose Capitol Enduro at Newark, New York, on October 11. Promoted by perhaps some of the most experienced enduro planners in the nation, the Wayne County Motorcycle Club, a group that has been in this game for many years.

This year was no exception as they added the National title to their fall contest. Marked to the utmost, checked and rechecked, it was a model of perfection with the scores posted by 6:00 p.m. and trophies passed out by 7:00 p.m.

Speedy Buck Walsworth was on the band wagon, but he hit a check early and rough rider Bob Fusan beat him out to win with a six point loss. The Pittsburgh Husqvarna rider again proved that when it comes to mud trailing, he is a master at the art and except for Buck, none could challenge his supremacy.

A week of beautiful weather ended in heavy rain Saturday afternoon, all night and, into Sunday morning. The good trails were awash and the grassy fields were a slippery skating rink where just keeping one wheel ahead of the other was a major chore.

National point leader Jack McLane was way off his game this day and finished almost at the end of the top ten, gaining just a few points. Second place runner Fusan gained the top score, bringing him up to approximately 40 points off leader McLane.

Two hundred and twenty-five riders started out on the trail as the spectators set out to follow their printed map to the best spots to watch. A hill on the banks of the famous Erie barge canal became a circus maneuver for many and

their antics delighted the enthusiasts as well as the crowd of highway travelers who paused to watch the sportsmen.

A swamp completed the early afternoon part of the run and although most made it through with ease, there was considerable mud slinging, some of it upon the crowd of eager watchers. The Ford brothers, Norm and Fred, came through again, just a point apart to place three and four in the top ten scorers. This has gotten to be a habit with them as they managed it in all three of the final nationals of the Eastern season.

It was a good climax to the season, one the Wayne County Club should be proud of.

### 150 MILE NATIONAL ENDURO CAYUTA, N.Y.

Robert Fusan, Glenshaw, Pa. HUS 929  
CLASS A

0 to 175cc

1. Ray Dussmaul, Lansing, Mich. PEN 877
2. Herman Stoeckle, Newfoundland, N.J. SAC 815
3. George Chandler, Toledo, Ohio PEN Ck 10
4. Bill Fitzibbons, Newburgh, N.Y. PEN Ck 10
5. Thomas Coranas, III, Newburgh, N.Y. PEN Ck 9
6. Hal Graham, Toledo, Ohio OSS Ck 9

176 to 250cc

1. Ronald Bohn, Pittsburgh, Pa. HUS 905
2. John Young, Algonquin, Ill. YAM 874
3. Dutch Bliss, Rochester, N.Y. YAM 830
4. George Talcott, Clyde, N.Y. BUL 798
5. Bill Harris, Browns Mills, N.J. YAM 742

251 to 400cc

1. Fred Ford, Jr., Palmyra, N.Y. YAM 894
2. Norman Ford, Port Gibson, N.Y. HUS 885
3. Paul Cole, Port Gibson, N.Y. HON 855
4. Jack McLane, Port Huron, Mich. HON 800
5. Charles Stapleford, Jr., St. George, Del. KAW 77B
6. Robert Brooks, Lansing, Mich. HUS 759

CLASS B

0 to 100cc

1. Thomas Wright, Canandaigua, N.Y. HOD Ck 11
2. Ronald Ives, Fulton, N.Y. ZUN Ck 10
3. Martin Guide, Jr., Avoca, Pa. SAC Ck 9
4. Roger DeVries, Wayne, N.J. SAC Ck 8
5. Lloyd Jerauld, Jamesville, N.Y. YAM Ck B

101 to 175cc

1. Francis Guchone, Newark, N.Y. YAM 827
2. Steven Petty, Newark, N.Y. YAM Ck 10
3. Anthony Fortunato, Rochester, N.Y. YAM Ck 10
4. Leo Saubier, Darlington, Md. YAM Ck 10
5. Robert Smith, Sayre, Pa. YAM Ck 10
6. Gary Gordon, Scipio Center, N.Y. YAM Ck 10
7. Terence Burgess, Newark, N.Y. YAM Ck 9
8. James Tunney, Jr., Irving, N.Y. PEN Ck 9
9. Ronald Ince, N. Syracuse, N.Y. BUL Ck 9



Eugene Esposito plows up the turf getting through this bog.



South Jersey rider foots his way across a log roadway.



Jack McLane rolls along pushing through the branches rather than chance going around.

# SPORTSMAN COMPETITION ·continued

10. Glen Shawver, Lyndonville, N.Y.	BUL Ck	8	LIGHTWEIGHT A — 0-200cc					
11. James Miller, Trumansburg, N.Y.	OSS Ck	8	1. John Boone, Mt. Holly, N.J.	H-D	922			
12. Henry Schmidt, Brownsville, N.J.	YAM Ck	8	2. Sal Scirpo, Hartford, Ct.	H-D	912			
13. John Billington, Ithaca, N.Y.	YAM Ck	8	3. Benny Bootle, Greenville, S.C.	PEN	897			
14. Myrl Stone, Unadilla, N.Y.	YAM Ck	8	4. Herman Stoeckle,					
15. William McDonald, Newark, N.J.	YAM Ck	8	Newfoundland, N.J.	SAC	896			
16. Mike Blousky, Ithaca, N.Y.	PEN Ck	7	5. Robert Mitchell, Annapolis, Md.	YAM	854			
176 to 250cc			6. Robert Redden, Warwick, R.I.	DAL	817			
1. Edward Kiebich, Henrietta, N.Y.	OSS	B13	LIGHTWEIGHT B — 101-200cc					
2. Calvin Lane, Dundee, N.Y.	YAM	717	1. Russell Dunfee, Jr.,					
3. Ronald Fletcher, Rochester, N.Y.	YAM	Ck 11	Pemberton, N.J.	YAM	939			
4. Jack Schwarz, Ramsey, N.J.	YAM	Ck 10	2. William Goss, Jr.,					
5. Charles Hurtigman, Cuddebackville, N.Y.	BUL	Ck 9	New Lisbon, N.J.	YAM	938			
6. Ronald Moon, N. Adams, Mass.	OSS	Ck 9	3. Paul Lusier, Coventry, R.I.	DAL	924			
7. Paul Pytel, W. Seneca, N.Y.	MON	Ck 9	4. Sherrill Kennedy,					
8. Kenneth Young, Skaneateles, N.Y.	YAM	Ck 9	Thomasville, N.C.	PEN	921			
9. Jack Dattisman, Lansville, Pa.	YAM	Ck 9	5. Donald Kitz	YAM	902			
10. Kenneth Pellar, Elmira, N.Y.	YAM	Ck 9	6. Al Pepper, Chatsworth, N.J.	YAM	898			
11. Donald Burrell, Angola, Ind.	YAM	Ck 8	7. Theodore Dean, Canterbury, Ct.	PEN	889			
12. Arthur Hall, N.Y. Syracuse, N.Y.	BUL	Ck 8	8. George Lustig, Woodward, N.J.	PEN	878			
251 to 400cc			9. Robert Davis, Wilmington, Del.	YAM	869			
1. George Polchaz, Haslett, Mich.	HUS	798	10. Robert Williams, Millville, N.J.	PEN	865			
2. Jan Verkey, Marion, N.Y.	YAM	783	11. Ronald Miller, Pemberton, N.J.	YAM	865			
3. Edward Orton, Newburg, N.Y.	HUS	751	12. Nicholas Russo, Mt. Holly, N.J.	YAM	860			
4. John Sorgi, Jr., Newfield, N.Y.	HUS	731	13. Mayer Pollock, Pottstown, Pa.	PEN	840			
5. Phillip Ginder, Fort Wayne, Ind.	YAM	Ck 11	14. Armand Rodriguez,					
6. Jerry Dugay, Paterson, N.J.	YAM	Ck 11	Brockton, Mass.	PEN	840			
7. Gary Barnes, Genoa, N.Y.	YAM	Ck 11	15. William McCaffrey,					
8. Buddy Fleenor, Bristol, Tenn.	BUL	Ck 10	Vineland, N.J.	PEN	827			
401 and over			16. John Dyches, Martinsville, Va.	PEN	827			
1. Larry Barnes, King Ferry, N.Y.	TRI	Ck 11	17. James Brown, Clayton, Del.	YAM	824			
2. William Moore, Pennellville, N.Y.	BSA	Ck 10	18. Russell Dunfee, Sr.,					
3. Raymond Chapman, Hilton, N.Y.	TRI	Ck 10	Chatsworth, N.J.	YAM	814			
4. John Dillard, Rock Hill, N.Y.	BSA	Ck 7	19. Frank Piascik, Jr., Toledo, Ohio	PEN	814			
5. Terry Brown, Sayre, Pa.	BSA	Ck 6	20. Bill Gustafson, Brockton, Mass.	PEN	795			
6. Dick Smith, Monticello, N.Y.	TRI	Ck 6	MEDIUMWEIGHT A — 201-350cc					
BUDDY CLASS			1. Jack Malone II, Pt. Huron, Mich.	HON	971			
1. Ray Vanek, Kingsville, Ohio	HUS	Ck 6	2. Robert Fielding,					
Pass. — Rick Painter, Ashtabula, Ohio			New London, Ct.	YAM	952			
2. Orville Greene, Jr., Elmira, N.Y.	PEN	Ck 1	3. Charles Stapleford, Jr.					
Pass. — Orville Greene, Sr., Elmira, N.Y.			St. Georges, Del.	KAW	943			
POWDER PUFF			4. Robert Fusan, Glenshaw, Pa.	HUS	939			
1. Nancy Stobie, Macdon, N.Y.	YAM	Ck 2	5. Bill Harris, Browns Mills, N.J.	YAM	873			
SENIOR CLASS			6. Hal Graham, Toledo, Ohio	OSS	872			
1. Harold Ward, Rochester, N.Y.	MON	Ck 8	7. Frank Piascik, Toledo, Ohio	OSS	827			
2. John Rogers, Bristol, Va.	BUL	Ck 8	8. Larry Daley, Hudson, Mass.	YAM	820			
3. Al Sedusky, Paterson, N.J.	PEN	Ck 8	9. Bill Schmelz, Mt. Ephraim, N.J.	YAM	791			
4. Sel Scirpo, Hartford, Conn.	H-D	Ck 8	10. John Greco, Vincentown, N.J.	YAM	769			
5. William Goss, New Lisbon, N.Y.	YAM	Ck 5	11. Emile Cocca, New Milford, N.J.	YAM	660			
TEAMS			MEDIUMWEIGHT B — 201-250cc					
1. M. J. Bohn Cycle Shop		1834	1. Al Henrich, Chatsworth, N.J.	YAM	970			
Ronald Bohn, John Fischer, Robert Fusan			2. Robert Lewinski, Keyport, N.J.	BUL	928			
2. Superb Cycles		1682	3. John Toole, Pittsburgh, Pa.	HUS	913			
Francis Guchone, Robert Cole, Paul Cole			4. John Holbrook, Bristol, Va.	OSS	884			

## Results 150 Mile Enduro, Chatsworth, N.J.

GRAND WINNER								
Buck Walsworth, Valparaiso, Ind.	OSS	977	BANTAMWEIGHT B — 0-100cc					
1. Bobby Poole, Oak Ridge, N.C.	PEN	910	1. Norman Ford, Port Gibson, N.Y.	HUS	971			
2. Ronald Kuzo, Mt. Carmel, Pa.	SUZ	872	2. Eugene Esposito, Brooklyn, N.Y.	HUS	967			
3. James Kessler, Farmingdale, N.J.	HON	840	3. William Bitler, Farmingdale, N.J.	YAM	938			
4. Melvin Downs, Jr., Bridgewater, N.J.	HON	830	LIGHTEWEIGHT A — 351-600cc					
5. Michael Dempsey, Oaklyn, N.J.	HON	824	1. Norman Ford, Port Gibson, N.Y.	HUS	971			
6. Gerald Johnson, Lakehurst, N.J.	SUZ	732	2. Eugene Esposito, Brooklyn, N.Y.	HUS	967			
7. Allen Longenecker, Mendham, N.J.			3. William Bitler, Farmingdale, N.J.	YAM	938			
8. Jack Schwarz, Ramsey, N.J.			4. Piet Boonsma, Buchanan, N.Y.	TRI	927			
9. Chester Puchalski, Dover, N.J.			5. Fred Ford, Jr., Palmyra, N.Y.	YAM	887			
10. Riley Lemay, Valparaiso, Ind.			6. John Fischer, Glenshaw, Pa.	HUS	872			
11. Lawrence Doyle, So. Plainfield, N.J.			7. Richard Galloway, Alexandria, Va.	HUS	838			
12. Terry VonNeida, Reading, Pa.			8. Bud Pack, Stow, Mass.	TRI	766			
13. William Fields, Mt. Holly, N.J.			9. David Meade, Freehold, N.J.	TRI	968			
14. Dennis Krepel, Alexandria, Va.			10. William Kain, Pittsburgh, Pa.	YAM	940			
15. Dennis Krepel, Alexandria, Va.			11. Moncur Corey, Upper Saddle River, N.Y.	YAM	926			
16. Girls Class			12. Robert Evans, Asbury Park, N.J.	BSA	923			
17. Harold Ward			13. Thomas Michel, Manahawkin, N.J.	HUS	911			
18. J. McLane			14. Charles L'Hommedieu, Manasquan, N.J.	YAM	904			
19. Buck Walsworth			15. John Dupuis, Brockton, Mass.	HUS	865			
20. George George, Newark, Del.			16. Paul Harris, Millville, N.J.	HUS	847			
21. George George, Newark, Del.			17. Richard Blaise, Music, Ct.	TRI	839			
22. George George, Newark, Del.			18. David Pras, Dover, N.J.	YAM	808			
23. George George, Newark, Del.			19. Theodore Knepp, Reading, Pa.	YAM	806			
24. George George, Newark, Del.			20. Donald Young, Langhorne, Pa.	YAM	790			
25. George George, Newark, Del.			21. James Bates, Chatsworth, N.J.	HUS	769			
26. Donald Green, Allenwood, N.J.			22. Donald Green, Allenwood, N.J.	YAM	700			

## Results 100 Mile Enduro Newark, New York

CHAMPION								
Bob Fusan								HUS 994
Class A - 0 to 200 Bantamweight								
Ray Kaussmaul								Pen 973
R. Roberts								BUL 947
R. Berthelot								OSS Ck 3
Class A - 201 to 250 Lightweight								
Buck Walsworth								OSS 992
George Talcott								BUL 985
M. Shinners								BUL 985
Class A - 250 to 400 Mediumweight								
Fred Ford								YAM 991
Norm Ford								HUS 990
B. Brooks								HUS 985
J. McLane								HON 974
Class B - 0 to 100 Flyweight								
F. Trowbridge								HON 855
M. Lane								YAM 829
R. Turner								C-Z 787
Class B - 101 to 175 Bantamweight								
A. Looson								YAM 959
R. Lane								YAM 954
G. Sawyer								BUL 949
Class B - 176 to 250 Lightweight								
C. Lane								
L. Anderson								
E. Neilboch								
Class B - 250 to 400 Mediumweight								
Z. Porchen								
W. Kain								
W. Scheemaker								
Class B - 400 and up Heavyweight								
R. Chapman								
G. Champan								
W. Moore								
Girls Class								
Pal Hutter								
N. Stobie								
Senior Class								
Harold Ward								
J. Rogers								

AMA NEWS



## Sportster Sets New Record

Harley-Davidson set the World Motorcycle Speed Record on October 16th on Utah's Bonneville salt flats.

Cal Rayborn, famous for his speed on the twisting black asphalt road racing circuits, got it together on the world's longest straight, ten miles of white salt. Piloting a stiletto shaped streamliner powered by a single twin-cylinder Sportster engine, Rayborn set a new World Motorcycle Speed Record of 265.492 mph.

Dick O'Brien, Chief Racing Engineer for Harley-Davidson supervised the record setting effort. The Sportster engine was prepared by Warner Riley, Skokie, Illinois. Riley is no stranger to the salt. Earlier this year during Speed Week he set a record of 169.6 mph with a partially streamlined Sportster.

The streamliner was designed and built by Dennis Manning of Long Beach, California. The streamliner's computer designed monocoque shell measures almost 19 feet long, 25 inches high, weighing slightly less than 500 pounds.

Previous record runs have been made with twin-engined streamliners. The Harley-Davidson streamliner utilized only one Sportster engine driving through a four speed transmission.

The record setting Sportster was modified to an 89 cubic inch displacement running on fuel. George Smith of Viola, Wisconsin handled the exacting work with the fuel mixture.

On the 15th, Rayborn set a new record of 255.380 mph. Not satisfied with this the Harley-Davidson crew returned to the salt on Friday the 16th.

Again the Fastest Man on Two Wheels squeezed into the streamliner to make two runs. His first run south on the salt strip was 266.785 mph. Excitement

was repressed by the Harley-Davidson crew. The return run north remained before a record could be established. Rayborn ran the traps at 264.200 to average the new record of 265.492 mph.

Recent advertising by Harley-Davidson has featured a red, white and blue #1. It couldn't be more appropriate.



# PROFESSIONAL COMPETITION

## Brelsford and Romero Share Last Three Nationals to Complete 1970's California Domination

Photos by David Duffin

Gene Romero leads the pack at Sacramento, heading for the Grand National Championship as well as the win.

At Oklahoma City, October four, the American Motorcycle Association's series competition for the 1970 Grand National Championship came to an end, and a new top ten riders emerged. This year's motorcycle racing elite includes experience ranging from first-year Experts to one of the most veteran riders on the circuit, but with the exception of two, Californians dominate the standings.

Grand National Champion and recipient of the prestigious AMA Number One plate is Gene Romero, 23, of San Luis Obispo, California, ending the sea-



son with 667 points and three Championship wins.

Following Gene with 574 points is the sensation of the season, second-year Expert Jim Rice, 23, of Palo Alto, California, finishing the season with no less than 6 Championship wins.

David Aldana, 20, of Santa Ana, California, turned in a 1970 performance that earned him the title, "Super Rookie," collecting 459 points and winning three Championships.

Dick Mann, 36, the most experienced and versatile rider on the professional circuit, rallied throughout 1970 and

ended a season shortened by injuries with a total of 412 points. Mann won three Championships, including the famous Daytona 200 mile road race.

First-year Expert Don Castro, 20, of Hollister, California, failed to win a Championship event, but his consistent and aggressive performance moved him into fifth overall with 332 points.

Mert Lawwill, 30, of San Francisco, dropped to sixth position this year, having held the Grand National Championship plate from the 1969 season. Mert was plagued with motor trouble throughout the season, but persistence earned

him 323 points and three Championship wins.

Mark Brelsford, 21, of San Bruno, California is regarded as the hard luck rider of 1970, being the man to beat at many races, but often succumbing to mechanical problems. Mark, however, gained seventh overall through hard-charging consistency, and brightened an otherwise frustrating season by winning the final Championship at Oklahoma City. Mark has 317 points.

Chuck Palmgren, 25, of Freehold, New Jersey, holds eighth position this year with one Championship win and 303



# PROFESSIONAL COMPETITION

## (continued)

points.

Like fellow Californian Castro, Gardena's Tom Rockwood, 22, failed to win a Championship event, but his ability in all types of AMA racing planted him in ninth spot with 300 points.

Rounding out the top ten riders in America is Gary Nixon, 29, twice Grand National Champion. Gary's drive to tenth with 271 points was an uphill struggle, for he had to return from a severely broken leg suffered in a crash late in 1969. With his endurance down, Gary concentrated on road racing, earning his points on pavement, and took one Championship event.

These ten and many other American Motorcycle Association professionals raced for a quarter-million dollars in prize money on the Championship circuit during 1970. In addition, contingencies and bonuses were earned. For example, Dave Aldana received \$5,000 from BSA for his Talladega win, and Gene Romero pocketed a bonus of \$10,000 for his Grand National Championship for Triumph.

The total of twenty-five National Championship events beginning in February and ending in October, included four road races, nine half-mile races, two short track races, five T.T. races, and five mile track races. Two Championships, a half-mile and road race, were cancelled.

The season began February 6 where an indoor T.T. race was held in the Astrodome. Jim Rice (BSA) won, followed by Paul Bostrom (Triumph) and Skip Van Leeuwen (Triumph). The following evening Mert Lawwill won the indoor short track Championship for Harley-Davidson. Dick Mann powered an Ossa to second, and James Odum (Bultaco) of Freemont, California placed third.

Next on the agenda was the prestigious 200 mile Daytona road race in March. Dick Mann won it aboard a four-cylinder 750cc Honda, setting a new average speed of 102.691 miles per hour in the process. Top qualifier Gene Romero placed second on a Triumph, and his teammate Don Castro finished third. Daytona, rich in points, put Mann into the lead with 122. Romero and Castro trailed with 91 and 82 respectively.

April 6 the AMA pros were near Seattle, Washington for another Championship road race. Ron Grant won it for Suzuki, followed by the Yamaha of Canadian Yvon DuHamel. Gary Nixon (Triumph) finished third.

The ever-popular series of races on half-mile dirt tracks began at Palmetto, Georgia, April 19. Jim Rice (BSA) won the event, followed by Dick Mann (BSA) and Jack Warren (Norton).

Half-mile Championship racing continued at Cumberland, Maryland, May 3 with Harley-Davidson's Mert Lawwill winning the event. Dave Aldana finished second (BSA) and Larry Palmgren, Chuck Palmgren's brother, powered his Triumph to third. Mann's margin had grown to 48 points over the 117 gained in road racing by Canadian DuHamel. Mert appeared likely to bid for a second Grand National Championship with 110,

and Rice was making his presence known with 106.

Next on the schedule was another super road race, this time at Talladega, Alabama, and Dave Aldana captured it for BSA at an average speed of 104.589 miles per hour. Following were Jody Nicholas (Suzuki) and Jim Rice (BSA). The win rocketed young Aldana into the second points position with 205, less than thirty behind Mann.

The month of May ended with Jim Rice (BSA) winning the Championship event held on the Reading, Pennsylvania half-mile fairgrounds track. Larry Palmgren (Triumph) was second, and Dick Mann (BSA) was third. The win bumped Rice up to second but consistent Dick Mann still commanded, now with 245 points.

Half-mile Championship racing continued in June on the beautiful horse

After a year darkened by mechanical problems, Mark Breisford finished the season in winning style at Oklahoma City.



track at Louisville Downs. Canadian Dave Schi won that event for Harley-Davidson, followed by teammate Calvin Rayborn and Triumph's Larry Palmgren.

June 14 the champions arrived at Loudon, New Hampshire on road racing machinery, and Gary Nixon won the big-prize event on a Triumph. Dave Smith of Lakewood, California was second on a Kawasaki, and Yamaha-mounted Don Emde finished third. The following week the Heidelberg, Pennsylvania mini-road race was cancelled due to rain.

The first outdoor T.T. Championship event of 1970 was held at Santa Fe Park near Chicago, and California T.T. specialists dominated with Eddie Mulder taking first and Skip Van Leeuwen following. Both were on Triumphs. Yamaha's Chuck Palmgren finished third. The points standings established late in May

remained unchanged. It was a BSA sweep with Mann followed by Rice and Aldana.

Two days later the pros were at Columbus for the famous Charity Newsies National Championship. Louisville winner Schi repeated for Harley-Davidson, and Ohio favorite Ronnie Rall (BSA) was second. Larry Palmgren (Triumph) finished third. Rice's sixth place moved him ahead of Mann, holding a slim margin of three points.

Then the circuit swung to the west coast, opening at San Jose on July 5 where Jim Rice won the half-mile event aboard his BSA. Jim Odom (Triumph) was second and Yamaha's Chuck Palmgren again captured a third. Rice now was asserting himself with a lead of 28 points over Mann's 292.

The following Saturday evening was the date for the T.T. race at Castle Rock,

Washington. It was BSA again, this time with Dick Mann in the saddle. Triumph mounted Don Castro was second, followed by Mark Breisford on a Harley-Davidson. Suddenly Rice's lead turned to a deficit of 25 points, Mann had 345, and Romero had bumped Aldana out of third.

July 18 T.T. racing continued at Ascot Park, Gardena, California. Mert Lawwill (Harley-Davidson) won that event and Gene Romero (Triumph) finished second. Californian Dallas Baker (BSA) was third. The top three were building a broad points gulf between themselves and the rest of the National Numbers, and Mann remained in control.

The first Championship on a mile track took place at Santa Rosa, California July 26. 1969 Santa Rosa mile winner Jim Rice made it a victory for BSA, with Jim Odom (Triumph) and Chuck Palmgren (Yamaha) following.

August 1 the half-mile race scheduled at Tulare, California was cancelled due to unsatisfactory track conditions. With the riders' safety in mind, the AMA closed its summer west coast leg of the Championship circuit.

As the circuit moved east again, racing resumed on the half-mile track at Terre Haute, Indiana, August 16. Rookie David Aldana won that event on a BSA with teammate Jim Rice following. Third was Yamaha-mounted Keith Marshburn.

Friday night, August 21, three-times Grand National Champion Bart Markel won his only 1970 victory on the short track at Santa Fe Park, equaling Joe Leonard for all time Championship wins with a total of 27. Bart rode a Harley-Davidson. Next were Jim Rice (BSA) and Neil Keen (Yamaha). The second place moved Rice into the points lead again. Now it was Rice, 397; Mann, 389; Romero, 332; and Aldana, 295.

The famous Peoria T.T. was run the following Sunday, and high-flying Jim Rice (BSA) won his sixth race for the season. Teammate Dave Aldana followed Rice and Gene Romero (Triumph) was third. Rice now had a whopping lead of 60 points over Mann, but it was still anyone's game, and Gene Romero would soon emphasize that fact.

Stylish John Hately won at Sacramento, tying with Rex Beauchamp for the Amateur with the most wins at Nationals.



# PROFESSIONAL COMPETITION

## (continued)

Romero's first 1970 Championship win came August 30 on the mile track at Sedalia, Missouri. The Triumph rider led teammate Don Castro to the line, and third was taken by BSA's Rice. Rice still held his number one position, but Romero's win moved him into the runner-up slot. Mann held third with 390, but his chances at the title were over, for a tangle on the track with Rice and Chuck Palmgren had sidelined him with a broken leg.

Mile racing continued September 6 at Nazareth, Pennsylvania, where Chuck Palmgren took his only 1970 win for Yamaha on the huge one and one-eighth mile dirt track. Triumph team riders Gary Nixon and Don Castro were second and third.

The following evening Championship competition reconvened at Indianapolis, Indiana where the state fair closed with AMA professional mile racing. Dave

Aldana won and powered his BSA to a new track record in the process. Tom Rockwood (Triumph) made his best showing for the season, and Larry Palmgren (Triumph) finished third. Aldana's win moved him into fourth in the standings.

As the end of the season neared, the circuit moved west for the fall leg where the famous big-purse mile at Sacramento was the location of the next event. Gene Romero turned in a sterling performance and captured the Grand National Championship for himself and Triumph by taking the win. Tom Rockwood, also on a Triumph, was second and Harley-Davidson's Cal Rayborn finished third. September 13, with only two races remaining, Romero had 622 points to Rice's 565. It was mathematically impossible for Rice to recapture the lead that he had held for most of the season.

However, to frost the cake, Romero

triumphed again the following week on the half-mile at Gardena, California. Mark Brelsford moved himself up in the standings with a second for Harley-Davidson, and Lloyd Houchins took his Triumph to third.

October 4, 1970 the seasonal Championship series came to a close as Mark Brelsford won the final event for Harley-Davidson at Oklahoma City's fairgrounds half-mile. Romero earned a second on his Triumph, and teammate Larry Palmgren finished third.

1970 was the safest and wealthiest year yet for the AMA Championship Professionals. Strict standards set by the Professional Racing Department insured that tracks were properly prepared and that the purses were worthwhile. It was a high plateau in the history of motorcycle racing in the United States, but only a prelude to the prestigious, exciting, and prosperous Championships to follow in 1971 and the future.

### Results 50 Mile National Sacramento, Calif.

1. Gene Romero, San Luis Obispo, Ca.	TRI
2. Tom Rockwood, Gardena, Ca.	TRI
3. Cal Rayborn, San Diego, Ca.	H-D
4. Eddie Wirth, Manhattan Beach, Ca.	TRI
5. Jim Odom, Fremont, Ca.	TRI
6. Mark Brelsford, San Bruno, Ca.	H-D
7. Lloyd Houchins, LaCrescenta, Ca.	TRI
8. Chuck Palmgren, Freehold, N.J.	YAM
9. Frank Gillespie, Berkeley, Ca.	TRI
10. Merv Lawwill, San Francisco, Ca.	H-D
11. Ralph White, Torrance, Ca.	TRI
12. Eddie Mulder, Burbank, Ca.	TRI
13. Dennis Baker, Orange, Ca.	BSA
14. Gary Nixon, Phoenix, Md.	TRI
15. Jim Rice, Palo Alto, Ca.	BSA
16. Keith Mashburn, Santa Susana, Ca.	YAM
17. John Nichols, Newport Beach, Ca.	NOR
18. Dick Mann, Richmond, Ca.	BSA
19. Don Castro, Hollister, Ca.	TRI
20. Ralph Waldman, Fairfield, Ca.	TRI
Time: 33:56.7	

### Amateur 10 Lap Final

1. John Hately, Van Nuys, Ca.	TRI
2. Gary Fisher, Parkesburg, Pa.	TRI
3. Terry Dorsch, Sunland, Ca.	TRI
4. Rick Holly, San Diego, Ca.	TRI
5. Tom Phillips, San Mateo, Ca.	TRI
6. Adam Lee, Berkeley, Ca.	TRI
7. Kristofer Bakke, Los Altos, Ca.	BSA
8. Tod Sloan, Fresno, Ca.	TRI
9. Pat Marinucci, Seattle, Wa.	TRI
10. Dennis Palmgren, Freehold, N.J.	TRI
11. Chuck Joyner, Oregon City, Or.	TRI
12. Rex Beauchamp, Drayton Plains, Mi.	H-D
Time: 6:52.50	

### Results 20 Lap National Gardena, Calif.

1. Gene Romero, San Luis Obispo, Ca.	TRI
2. Mark Brelsford, San Bruno, Ca.	H-D
3. Lloyd Houchins, LaCrescenta, Ca.	TRI
4. Dave Aldana, Santa Ana, Ca.	BSA
5. R. G. Seabourne, Lawndale, Ca.	NOR
6. Jim Odom, Fremont, Ca.	TRI
7. Tom Rockwood, Gardena, Ca.	TRI
8. Don Castro, Hollister, Ca.	TRI
9. Keith Mashburn, Santa Susana, Ca.	YAM
10. Cal Rayborn, San Diego, Ca.	H-D
11. Mel Lacher, San Diego, Ca.	H-D
12. Jody Nicholas, Newport Beach, Ca.	BSA
Time: 7:54.82	
Fastest qualifying time: Gene Romero	22.79

### Amateur 14 Lap Final

1. John Hately, Van Nuys, Ca.	TRI
2. Gary Fisher, Parkesburg, Pa.	TRI
3. Allen Kenyon, Cupertino, Ca.	BSA
4. Kristofer Bakke, Los Altos, Ca.	BSA
5. Wayne Hosaka, Lemon Grove, Ca.	BSA
6. Nick Theroux, Pacifica, Ca.	BSA
7. Terry Dorsch, Granada Hills, Ca.	TRI
8. Ron Spillman, Ontario, Ca.	TRI
9. Tod Sloan, Fresno, Ca.	TRI
10. Don Emde, San Diego, Ca.	BSA
11. Rex Beauchamp, Drayton Plains, Mi.	H-D
12. Wheeler Gresham, San Jose, Ca.	BSA
Time: 5:39.81	

### Results 20 Lap Half Mile Oklahoma City, Okla.

1. Mark Brelsford, San Bruno, Ca.	H-D
2. Gene Romero, San Luis Obispo, Ca.	TRI
3. Larry Palmgren, Freehold, N.J.	TRI
4. Jim Rice, Palo Alto, Ca.	BSA
5. Don Castro, Hollister, Ca.	TRI
6. Dave Aldana, Santa Ana, Ca.	BSA
7. Merv Lawwill, San Francisco, Ca.	H-D
8. Eddie Mulder, Burbank, Ca.	TRI
9. Larry Darr, Mansfield, Ohio	H-D
10. Gary Nixon, Phoenix, Md.	TRI
11. Frank Gillespie, Orinda, Ca.	TRI
12. Keith Mashburn, Santa Susana, Ca.	YAM
Time: 8:21.21	
Fastest qualifying time: Bert Markel	24.84

### Results 14 Lap Amateur Final

1. Don Emde, San Diego, Ca.	BSA
2. Dennis Palmgren, Colorado Springs, Col.	TRI
3. Terry Dorsch, Sunland, Ca.	TRI
4. Paul Pressgrove, Tecumseh, Ks.	BSA
5. John Fritz, Redwood, Ca.	TRI
6. Dave Lawson, Yukon, Okla.	TRI
7. Tod Sloan, Fresno, Ca.	TRI
8. Gary Fisher, Parkesburg, Pa.	TRI
9. Ted Newton, Pontiac, Mich.	H-D
10. Bill Dusenberry, Wichita, Ks.	BSA
11. Timothy Thomas, Laton, Ca.	BSA
12. Robert Lee, Ft. Worth, Texas	YAM
Time: 8:00.15	

Amateurs drive off the line at Sacramento.



# One Life



# To Make It Happen.



Now there's a whole new future for you to find.

And there's only one place to go. One life to make it happen, and one way to ride.

Every time you ride, help save our environment. Because there's one chance for this planet's future.

You're it.

**Earth Ride.**

# MOTOR MAIDS



By Lois Gutzwiller

Betty Hoyt — Colorado and Idaho State Director — Ft. Collins, Colorado. Betty and husband Bob are very active people. They own the Acme Auto Supply Company which also handles motorcycles such as Yamaha, Ducati, and BSA. They have been in the same location since 1950. Betty does all the book-keeping for the company as well as doing some selling. They have two boys and one daughter to complete the family. Betty says that with work and family she doesn't have much time for hobbies, but does enjoy cooking and reading. Living so close to the mountains, Betty and the whole family do a lot of trail riding for relaxation. They also enjoy the airways because they also own two airplanes. Betty started riding in 1959 and joined the Motor Maids in 1967. She was appointed State Director in January, 1970.

Grace Chronister — Northern Ohio State Director — Mansfield, Ohio. Grace is a native Ohioan, having been born on November 17th in Mt. Vernon, Ohio. Grace started riding as a little girl behind a neighbor. As a young woman, she continued riding with the young men. Grace met husband Mike through her motorcycle friends. Mike had come to Mt. Vernon from Mansfield one Sunday to visit the group Grace rode with. Grace moved to Mansfield to work in 1941 because the pay was so much better. She and Mike rediscovered each other in 1945 after he had returned from the service and found they both worked for Westinghouse. Mike has worked for Westinghouse for 35 years and Grace for 29 years. They were married on September 22, 1946. They have no children but have raised a couple of neighbor children whom they feel are their own. Mike is an Enduro rider and they have traveled many miles to attend events. Grace has many hobbies and interests. She has gone through the chairs in the Ladies of the Moose and was Senior Regent in 1969. She is active in the First Christian Church where she is Missionary Leader in the Christian

Woman's Fellowship Group, and is a craft instructor in neighborhoods where children don't have access to such instruction. She found time to enjoy bowling for twenty years until a knee operation in 1964 put a stop to this. In 1951, Grace and Mike went to the Laconia, New Hampshire races where she met Dot Robinson. On returning home she told Mike she wanted her own bike. Mike bought her a 45 Indian Scout. Grace joined the Motor Maids in 1954 and has been a very active member ever since. She was appointed State Director in 1961. In 1962, Grace was in charge of our Convention at Mansfield, which proved very successful. Grace says she has enjoyed every minute of her association with the Motor Maids and the many friends she has made through her motorcycling.

After Convention the Tri-State Travellets held their monthly meeting at Betty Wolff's home in Braidwood, Illinois, on July 26. It was a wonderful sunny day meant for cycling. A contest of skill was started after all the girls had arrived. Betty's husband, Bob, planned the events such as the plank ride, dropping a rubber ball into a cup, and a polo game on cycles. After this, appetites were great, so dinner was served with Roger Wolff (Betty and Bob's son) acting as Chef. Next was a brief meeting followed by the monthly white elephant auction. Thus a wonderful day of fun had drawn to an end.

Thirty-one Motor Maids along with husbands and children totaling sixty-six enthusiasts made their way to Chillicothe, Ohio, for the Maids-in-the-Woods. A total of 6438 miles were travelled to attend this weekend get-together on August 1st and 2nd. Janet Hunt of Cin-



Betty Hoyt

cinnati, Ohio, June Ulrich of Chautauqua, Ohio, and myself were the first to arrive. It was good to be there early and watch so many arrive. Saturday evening was spent eating delicious food, partying, and square dancing. Ida Suttle, Southern Ohio State Director, had a three piece band to play for the dancing. Sunday morning, after breakfast, the girls left for a Scavenger Hunt. Have you ever tried to find "tree silk"? If not, ask any of the girls what it is. After lunch, Ida presented the trophies to the winners: First — Dot Smith of Toledo, Ohio; Second — Regina Foster of Monroe, Michigan, and Third — Marilyn Jacquary of Spencerville, Indiana. Margaret Jane (Peggy) Rojeski of Torrence, California, won long distance, having traveled a total mileage of 2898. After all the fun was over, everyone started folding up tents, bed rolls, and cycle campers to head for home.



Grace Chronister

Dan and I, not being able to attend the Black Hills Rally in Sturgis, S. Dakota, on August 5-9 this year, Vivian Gailey of Trenton, Michigan, took our standing reservations at Hoopers Motel. She reports that she had a wonderful time as everyone does out there. A new Motor Maid, Donna Whipple of Rochester, Minnesota, acted as Vivian's guide for the week. Donna is not new to the Rally as she's attended sixteen meets. I also heard from Minnesota, North and South Dakota State Director Judy Lee, giving me a complete report on the events. Sharon Wanek of Oak Lawn, Illinois, talked Judy into going on the Devils Tower Tour. When they arrived at Devils Tower, Sharon wanted to do some trail riding but Judy didn't feel like it. Judy returned with Corine and Lyall Beving of Clark, S. Dakota, to Sturgis. Between the Bevings having to switch

batteries and a rain storm, Sharon beat them back to town. At the Awards Rally, Friday night, the Motor Maids won almost everything. Jeannie Griffin of Minnetonka Beach, Minnesota, was selected Queen of the Rally, to the excitement of everyone. Then Donna Whipple was chosen the Best Dressed Girl Rider. To top all this, Vivian Gailley was runner up in the Queen Contest and also won the Motor Maid long distance trophy in a close measurement over Margaret Nichols of Flint, Michigan. Saturday morning after a Motor Maid breakfast served by Kathy Anderson of Bloomington, Minnesota, a crossword puzzle contest dealing with Sturgis and cycles and a Field Meet were held. Judy Lee reported that Jeannie Griffin was first and Ethel Voy of Rockford, Illinois, was second. With the end of the Rally, Vivian headed home to greet her brother whom she hadn't seen for ten years. Judy and husband, Bob, spent two days camping in the Hills, then spent a couple of days with the Bevings before returning home to Minneapolis.

Regina and Chuck Foster of Monroe, Michigan, expected Dan and me on Friday night, August 7th, so we headed north. Just north of Findlay, Ohio, on I-75, Mary Cutright of Chillicothe, Ohio; Marge Moreland of Elsmere, Kentucky; Ida, and Vern Suttie of Columbus, Ohio,

caught us and we all headed for the Fosters. Arriving at dusk, we surprised Geneva because she was sure we'd be much later. Grace Chronister of Mansfield, Ohio, joined us a little later to make the group complete. This was the fore-runner to another great week end at the Lanton, Michigan races. Twenty-four Motor Maids, eighteen husbands, three children, and five guests arrived Saturday afternoon at the Hilltop Motel for a swimming party or to go to Greenfield Village. That evening we had a Dutch treat dinner and then our Hostess Dot Robinson treated us to a punch bowl party. Later she served a delicious lunch — like no end to the amount of food. Great fun and chatter was had by all. We welcomed two new Motor Maids from Dearborn, Michigan — Carol Pomorski and Shirley Shubert. Sunday, twenty-five of us paraded at the races and Millie Rousseau of Macedon, New York, was presented the long distance trophy. After the race, Grace, Dan, and I returned to the Fosters' for the night. Monday morning, after thanking them for so much, we headed for home.

#### HERE and THERE —

Vivian Gailley spent the night with Carrie Penny in Kalamazoo, Michigan, as she was on her way to South Dakota for the Black Hills Rally.

Fran and Ken Norrick of Bradley, Illinois, are the happy grandparents of

a future M.M. Their daughter Patricia had her little bundle of joy on June 1st.

It seems Regina Foster had her picture taken in Oklahoma while she was riding. The photo was a polaroid and the passenger in the car that took her picture, handed it out the car window to Chuck Foster while they were still traveling. How many of us have had this type of experience?

Dot Dunegan of Rockville, Maryland, has spent quite a lot of time in Erie, Pennsylvania, this summer because daughter, Dede, is in ice skating training. Dede's first competition was in Toronto, Ontario, Canada on August 14th. We sure wished her a lot of luck.

So long until next month.

**VALVE SEATS REPLACED**

OHV Harley-Davidson Valve Seats installed to factory specification  
Work guaranteed • 24 hour service  
For information write or call  
H-D of Philadelphia, Inc.  
7129 Rising Sun Ave.  
Phila., Pa. 19111 RA 5-0000

## Langlitz Leathers

The finest custom made leathers for the pleasure or sport rider. Factory direct only. Catalog available.

8220 S.E. Stark St., Portland, Or. 97216

## YOU CAN ALWAYS COUNT ON A



Here's How You Add  
Up The Figures . . .

- 1970 Models are leaders.
- 20 New improvements.
- 4.6 More H.P.
- 150 mi. "Busted Piston Enduro"  
1st Overall, Nat'l Event.
- 500 mi. "Jack Pine Enduro"  
Runner-up for overall  
win, Nat'l Event.
- 1st In its class in EVERY  
Eastern Enduro!

**TOTAL: 2,645.6 REASONS FOR RIDING  
PENTON THIS YEAR.**

# PENTON



One of the 20 New Improvements. One of the largest alloy cylinder heads ever fitted to a 125cc.

**Penton Imports**

Exclusive U.S. Importers of Penton Motorcycles

1902 ELYRIA AVENUE • LORAIN, OHIO 44052

PHONE (216) 245-3000

WE DISTRIBUTE A WINNER!

PENTON NORTHWEST, 134 Riverside Ave., Medford, Ore. 97501

PENTON CENTRAL, Box 3241, Amarillo, Texas 79106

TORSTEN HALLMAN, 5345-M Timken St., La Mesa, Calif. 92041

# 1970 Typical Girl Rider Contestants

These are the official contestants in the 1970 Typical Girl Rider contest. These women are a cross section of motorcycling as they come from all parts of the country, represent all types of work or profession, and ride many different makes of motorcycles.

The pictures have been arranged in alphabetical order and each is accompanied by the girl's name, city, state, riding experience, and the motorcycle club that sponsored her.

The ten contestants receiving the largest number of votes will receive special recognition and one will be honored as the Typical Girl Rider of 1970 at an outstanding event early in 1971.

Ballots will be mailed to all AMA clubs in good standing the first of December. All ballots must be received in the AMA office no later than January 20, 1971 to be accepted. Make sure your club votes.

Enclosed with the ballot for the Typical Girl Rider is the ballot for Outstanding Male Rider. There are no published contestants in the male rider contest as all male riders — professional racers, sportsman riders, dealers, officials, etc. — are eligible. Be sure to vote and return both ballots.

Careful attention should be paid to these official rules.

1. Each AMA club is to collectively agree on a first, second and third choice from among the entries shown or if the club members so wish they may choose only one contestant.
2. First choice votes count 50; second choice 30; third choice 20. If the club casts its votes for one contestant, she gets 100.
3. ALL BALLOTS MUST BE RECEIVED IN THE AMA OFFICE NO LATER THAN JANUARY 20, 1971 TO BE ACCEPTED.
4. The ballot must be signed by both the president and secretary of the club and all ballots must be typewritten or printed.
5. Votes received on any form other than an official ballot will not be accepted.
6. Any votes received for girls other than those officially entered in this 1970 contest will be automatically voided.



**Jeanne Allen**  
Sherman Oaks, Ca.  
Riding 8 years  
End Does M/C



**Carmen Bennett**  
Pasadena, Texas  
Riding 15 years  
San Jacinto  
High Rollers



**Nikki Best**  
Salt Lake City, Utah  
Riding 2 years  
Salt Lake M/C



**Jeanne Bower**  
Middletown, Pa.  
Riding 6 years  
Lebanon Valley M/C



**Sandra Capretta**  
Youngstown, Ohio  
Riding 3 years  
Salem M/C



**Sharon Carnes**  
Emporia, Kansas  
Riding 4 years  
Trailwinders M/C



**Elvira Cassity**  
Sandy, Utah  
Riding 1 year  
Rainbow Road Riders



**Phyllis Clark**  
Riverside, Calif.  
Riding 9 years  
So. Ca. Road Riders  
Comm.



**Margarite Cottrell**  
Charleston, W. Va.  
Riding 5 years  
Malden M/C



**Mary Cutright**  
Chillicothe, Ohio  
Riding 30 years  
Chillicothe M/C



**Armeada Myrick**  
Lorain, Ohio  
Riding 2 years  
Iron Stallions M/C



**Suzie Dennis**  
Galesburg, Ill.  
Riding 4 years  
Silver Rims M/C



**Charlotte Enfield**  
Alexandria, Va.  
Riding 32 years  
D.C. Ramblers  
M/C Aux.



**Mary Fineran**  
Westland, Mich.  
Riding 6 years  
Challengers M/C



**Jane Fortney**  
Bradenton, Florida  
Riding 11 years  
Sandslingers M/C



**June Fox**  
Muskegon, Mich.  
Riding 1 year  
Muskegon, M/C



**Karen Gottis**  
Oklahoma City, Okla.  
Riding 2 years  
Capitol City Riders



**Patricia Gymrek**  
Canoga Park, Ca.  
Riding 1 year  
Valleymen M/C



**Zada Hathaway**  
Phoenix, Arizona  
Riding 6 years  
Canyon State Riders  
M/C



**Clara Hogan**  
Saegerstown, Pa.  
Riding 7 years  
Hill & Gully Riders  
M/C



**Tonic Holmlund**  
Piscataway, N.J.  
Riding 13 years  
Blue Star M/C



**Ramona Holt**  
Hazel Crest, Ill.  
Riding 5 years  
Ridgewood Cycle  
Assoc.



**Pat Honey**  
Snohomish, Wash.  
Riding 4 years  
Thunderbird M/C



**Jackie Jones**  
Isle of Palms, S.C.  
Riding 2 years  
The Family Riders



**Jean Kroninger**  
Mohnton, Pa.  
Riding 2 years  
Pagoda M/C



**Edith Lundrigan**  
Hazlet, N.J.  
Riding 4 years  
Raritan Road Runners



**Marie McConnell**  
Taylor, Mich.  
Riding 5 years  
Mich. Metro Riders  
M/C



**Dorothy Mallard**  
Fort Worth, Texas  
Riding 6 years  
The Fort Worth Hawks



**Sharon Markley**  
Oregon, Ohio  
Riding 5 years  
Shamrock M/C



**Jody Martinez**  
Miami Springs, Fla.  
Riding 6 years  
South Fla. Knight  
Hawks M/C



**Bonnie Moore**  
Lewes, Delaware  
Riding 4 years  
Delaware Tiderunners  
M/C



**Reda Overby**  
Lynn Grove, Ken.  
Riding 13 years  
Kenlake Cycle Club



**Virginia Palagyi**  
Gary, Ind.  
Riding 21 years  
Steel City Riders M/C



**Shirley Rahn**  
Dearborn Heights,  
Mich.  
Riding 9 years  
Huron Valley  
Night Hawks



**Susan Richardson**  
Monticello, N.Y.  
Riding 4 years  
Walden Playboys M/C



**Billie Sager**  
Santee, Calif.  
Riding 25 years  
Road Cruisers M/C



**Mary Sanders**  
Mays Landing, N.J.  
Riding 1 year  
Delaware Valley M/C



**Rosemary Schumacher**  
Ojai, Calif.  
Riding 5 years  
Los Barrachos M/C



**Bobette Shaw**  
Cape May Court House,  
N.J.  
Riding 1 year  
Silver Spokes M/C



**Gloria Struck**  
Clifton, N.J.  
Riding 25 years  
Monmouth Shore Pts.  
M/C



**Theresia Turner**  
Chicago Heights, Ill.  
Unidentified Flying  
Objects M/C



**Jeanne VanArdsale**  
Jordon, N.Y.  
Riding 4 years  
Auburn Road Runners



**Shirley Walker**  
Concord, Calif.  
Riding 1 year  
Wedded Wheels M/C



**Marlene Walton**  
Arcata, Ca.  
Riding 2 years  
Redwood Ramblers  
M/C



**Diane Wellens**  
Appleton, Wis.  
Riding 3 years  
Fox Valley Riders M/C



**Rose Wilcox**  
Binghamton, N.Y.  
Riding 12 years  
Square Deal Riders  
M/C



**Emilia Zacharias**  
Wayne, Mich.  
Riding 5 years  
Flying Horsemen M/C



**Lou Zirtzman**  
Lakewood, Calif.  
Riding 6 years  
Blue Bell's  
Motor Maids

# EVENTS CALENDAR



## PROFESSIONAL EVENTS

\* Indicates regular professional purse paying event. Number before star denotes size of purse.

### INDOOR SHORT TRACK

#### DECEMBER

19-24\* Trojan Enterprises, 1540 W. 9th St., Long Beach Ca. 90813 — 218-435-1013 — Long Beach Spts. Ar., Long Beach, Ca.

## NATIONAL CHAMPIONSHIP SPORTSMAN ENDURANCE RUNS

### Dec. 6—100 Mile National Championship Endurance Run

California Enduro Assn., Inc., 5619 S. Norwalk Blvd., Whittier, Calif. 90601 — Red Mountain, Calif. area.

Entries from promoting club.

## SPORTSMAN EVENTS

\* Indicates sportman event where points are awarded for district, region, and national sportman point program.

### DISTRICT 2

New York (Eastern-Metropolitan)  
New Jersey (Northern)

#### JANUARY 16-17

#### ROAD RUN

\*Cordless M/C, 295 Central Ave., White Plains, N.Y. 10606 — 914-945-2284 — Westchester County, N.Y.

### DISTRICT 3

New York (Western)

#### DECEMBER 6

#### ENDURO

Schuyler Co. MC, Box 72, Cr. 11, Alpine, N.Y. 14805 — 607-594-8774 — Lansingville, N.Y.

### DISTRICT 4

Maryland, North and South Carolina, Virginia, Washington, D.C., West Virginia

#### DECEMBER 6

#### SCRAMBLES

\*Elizabeth City MC, 405 Halstead Blvd., Elizabeth City, N.C. 27909 — 919-355-6956

### OBSERVED FIELD TRIALS

Baltimore Ramblers MC, 3521 Hillmere Rd., Baltimore, Md. 21207 — 764-3294 — Randallstown, Md.

### POKER RUN

\*Balt Ramblers MC, 3521 Hillmere Rd., Baltimore, Md. 21207 — 764-3294 — Randallstown, Md.

### DECEMBER 11

### OBSERVED FIELD TRIALS

\*Mo. Rd. Runners MC, 614 Center Dr., Severna Park, Md. 21146 — 301-647-8875 — Baumsum Farm Riva Rd., Annapolis, Md.

## DISTRICT 5

Alabama, Florida, Georgia

### DECEMBER 6

### ROAD RACE

\*Gainesville Comp. MC, 3908 S.W. 1 Ave., Gainesville, Fla. 32601 — 904-732-0046 — Gainesville Dragway, Gainesville, Fla.

### MOBIUS

\*Trainmasters Comp., P.O. Box 238, Deerfield, Ill. 60015 — 38441

### DECEMBER 13

### ENDURO

Cherokee Cycle Club, 2910 Cherokee Rd., Athens, Ga. 30601

### DECEMBER 19

### SHORT TRACK

\*Lakeland Ramblers, 238 N. Florida, Lakeland, Fla. 33801 — 686-7312 — Pasco Co. Fairgrounds, Dade City, Fla.

### DECEMBER 20

### ROAD RACE

\*Lakeland Ramblers, 238 N. Florida Ave., Lakeland, Fla. 33801 — 686-7312 — Pasco Co. Fairgrounds, Dade City, Fla.

### JANUARY 31

### SCRAMBLES

\*Golden Eagles M/C, Route 5, Box 60, Tampa, Fla. 33614 — 922-8676 — Golden Eagles Track, Tampa

## DISTRICT 6

Delaware, New Jersey (Southern) Pennsylvania

### DECEMBER 6

### SCRAMBLES

\*Roadwinders MC, 635 Somers Ave., Trevose, Pa. 19047 — 215-EL-7-1584 — Langhorne, Pa.

### HARE SCRAMBLES

\*Grove City MC, 910 Tidball, Grove City, Pa. 16127 — 412-458-7663

### DECEMBER 13

### SCRAMBLES

\*Pilgrims MC, Box 854, Langhorne, Pa. 19047 — 215-052-6837 — Wood Lane, Langhorne, Pa.

### OBSERVED FIELD TRIALS

Candytown MC, Box 155, RD 2, Elizabethtown, Pa. 17022 — 717-959-7481 — Hershey, Pa.

### JANUARY 10

### SCRAMBLES

\*Roadwinders M/C, 635 Somers Ave., Trevose, Pa. 19047 — 215-EL-7-1584 — Langhorne, Pa.

### HARE SCRAMBLES

Sunset Riders M/C Inc., 171 Pittsburgh Rd., Butler, Pa. 16001 — 287-7930 — Sunset Riders Farm

## DISTRICT 7

Ohio

### DECEMBER 6

### MOTO-CROSS

\*Ohio Valley Comp., 807 Oak Canyon Dr., Love-land, Oh. 45140 — 683-6488 — Harrison, Oh.

### HARE SCRAMBLES

\*Western Res. Flyers, 268 Woodlawn Ave., Salem, Oh. 44460 — 887-8077 — Middlewood, Salem, Oh.

\*Kenton Valley Ramblers, RR One, Dunkirk, Oh. 44424 — 759-5142 — Club Grounds, 7 mi. N. Kenton

\*Manfield MC, Cooke Grange Rd., Mansfield, Oh. 44903 — 756-1489 — Club Grounds

### DECEMBER 13

### MOTO-CROSS

\*Grand Lake MC, Box 62, Mendon, Oh. 45862 — 751-4700

\*N. Gt. Comp. Club, 4836 Dixie Hwy., Fairfield, Oh. 45014 — 863-3282 — 3948 Ham-Middleton, Hamilton, Oh.

### HARE SCRAMBLES

\*Sunset Ramblers MC, RR Four, Galion, Oh. 44838 — 465-1517 — Rt. 68, Galion, Oh.

## DISTRICT 8

Michigan (Lower)

### DECEMBER 6

### SCRAMBLES

\*Iron Mustangs MC, 16015 Plymouth Rd., Detroit, MI. 48227 — 837-0992 — Iron Mustangs

### POKER RUN

\*Sunset Riders MC, 5103 Ruddock Rd., Goodells, MI. 48027 — 325-1502

### JANUARY 1

### ICE RACE

\*Hadley M/C, Hadley 1, Mich. 48440 — 797-4802 — Hadley, Mich., Lake Lapeer

### JANUARY 3

### ICE RACE

\*Hadley M/C, Hadley 1, Mich. 48440 — 797-4802 — Hadley, Mich., Lake Lapeer

### JANUARY 10

### ICE RACE

\*Hadley M/C, 9244 Farrand Rd., Otisville, Mich. — 313-586-5502 — Potter's Lake

### JANUARY 17

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### JANUARY 24

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### JANUARY 31

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### FEBRUARY 17

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### FEBRUARY 24

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### MARCH 10

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### MARCH 17

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### MARCH 24

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### MARCH 31

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### APRIL 17

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### APRIL 24

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### APRIL 31

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### MAY 17

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### MAY 24

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### MAY 31

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### JUNE 17

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### JUNE 24

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### JUNE 31

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### JULY 17

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### JULY 24

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### JULY 31

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### AUGUST 17

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### AUGUST 24

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### AUGUST 31

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### SEPTEMBER 17

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### SEPTEMBER 24

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### SEPTEMBER 31

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### OCTOBER 17

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### OCTOBER 24

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### OCTOBER 31

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### NOVEMBER 17

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### NOVEMBER 24

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### NOVEMBER 31

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### DECEMBER 17

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### DECEMBER 24

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### DECEMBER 31

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### JANUARY 17

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### JANUARY 24

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### JANUARY 31

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### FEBRUARY 17

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### FEBRUARY 24

### ICE RACE

\*Liberty M/C, 29760 Shiawassee, Farmington, Mich. 48024 — 313-546-7758 — Lower Straits Lake

### MARCH 10

### ICE RACE

\*Lib

**JANUARY 24**

ICE RACE

•Illiana Lucky Wheels M/C, 5613 Calumet Ave.  
Hammond, Ind. 46320 — 219-932-8840 —  
Illiana Speedway U.S. 30 — Schererville

**DISTRICT 10**  
Kentucky, Tennessee
**DECEMBER 6**

MOTO-CROSS

Dixie Riders MC, 282 Bonita Dr., Memphis, Tenn.  
38101 — 901-581-5002 — Dixie Riders, Track & Grounds, Millington, Tenn.

HARE SCRAMBLES

•Woodsmen MC, R.R. 1, Box 408, Prospect, Ky.  
40069 — 812-282-8229 — Lawrenceburg, Ky.

**DECEMBER 13**

MOTO-CROSS

Grassy Run MC, 549 Rice Road, Covington, Ky.  
41015 — 506-355-2322 — Grassy Run Farm,  
Grassy Run Pk., Williamstown, Ky.

**DECEMBER 20**

MOTO-CROSS

•N. Kentucky MC, 549 Rice Rd., Covington, Ky.  
41015 — 556-3282 — Rolling Hills Lake,  
P.L. Mitchell, Ky.

**DISTRICT 11**  
Michigan (Upper), Wisconsin
**JANUARY 3**

ICE RACE

•Madison M/C, Box 562, Madison, Wis. 53701 —  
Lake Harriet Oregon

**JANUARY 10**

ICE RACE

•Madison M/C, Box 552, Madison, Wis. 53701 —  
Lake Harriet Oregon

**JANUARY 17**

ICE RACE

•Madison M/C, Box 562, Madison, Wis. 53701 —  
Lake Harriet Oregon

**JANUARY 24**

ICE RACE

•Madison M/C, Box 562, Madison, Wis. 53701 —  
Lake Harriet Oregon

**DISTRICT 15**  
Illinois (Central and Northern)
**DECEMBER 6**

OBSERVED FIELD TRIAL

Midstate MC, Box 108A, Mt. Olive, Ill. 62069 —  
217-711-114 — White City, Ill.

**JANUARY 1**

ROAD RUN

•Fullman Hucker MC, 510 E. 152nd St., South  
Holland, Ill. 60473 — 815-725-1610 — 14401  
S. Halsted St., Harvey, Ill.

**DISTRICT 16**  
Illinois (Southern), Missouri (Eastern)
**DECEMBER 6**

MOTO-CROSS

•Roman Knights MC, 2729 Essex, St. Charles,  
Mo. 63030 — 314-296-7770 — Buckley Ranch,  
Glen Carbon, Ill.

II. •Eagle Eye MC, 808 W. Lexington, Marion, Ill.  
62259 — 995-8309 — Williamson Co. Fair-  
grounds

**DECEMBER 13**

MOTO-CROSS

Bellefonte End. Team, P.O. Box 180, Belleville,  
Il. 62223 — 518-234-0205 — Bet. Pk. 2 mi. S.  
of Belleville on Rt. 155

**DECEMBER 20**

MOTO-CROSS

Bellefonte End. Team, P.O. Box 180, Belleville, Il.  
62223 — 518-234-0205 — Bet. Pk. 2 mi. S.  
of Belleville on Rt. 155

**DISTRICT 17**  
Arkansas, Louisiana, Mississippi
**DECEMBER 20**

HARE SCRAMBLES

•Delta Riders MC, P.O. Box 895, Columbia,  
La. 71415 — 649-2170

**JANUARY 3**

HARE SCRAMBLES

Morgan City Mud Slingers, P.O. Box 1928, Morgan  
City, Louisiana 70380 — 504-396-3253 —  
Chippola, La.

DECEMBER, 1970

**DISTRICT 18**Kansas, Missouri (Western)  
Nebraska, Oklahoma**DECEMBER 20**

MOTO-CROSS

•Big Red Cycle Club, 820 Carden Pl., Moore,  
Ok. 73160 — SW-4-6068 — Arcida, Ok.

**JANUARY 3**

HARE &amp; HOUND

•Cavalier MC, 1117 1st Ave., Plattsmouth, Ne-  
braska 68048 — 296-7285 — Plattsmouth, Ne-  
braska

**DISTRICT 19**

Texas

**DECEMBER 6**

SHORT TRACK

•Texas Travelers MC, P.O. Box 10265, San An-  
tonio, Tex. 78210 — 512-833-8598 — Approx.  
3½ mi. from Loop 410 S. on Sommerset Rd.

**SCRAMBLES**

•Texas Travelers MC, P.O. Box 10265, San An-  
tonio, Tex. 78210 — 512-833-8595 — Approx.  
3½ mi. from Loop 410 S. on Sommerset Rd.  
•Beaumont MC, 310 Ferndale, Beaumont, Tex.  
77401 — 713-866-3097 — 4450 Major Dr.,  
Beaumont, Tex.

**ROAD RUN**

Citrus Valley MC, P.O. Box 104, Pharr, Tex.  
78577 — Sullivan City

**DECEMBER 20**

MOTO-CROSS

•Alamo Cycle Assn., 199 Remount, San Antonio,  
Tx. 78218 — 655-0683 — Foster Rd.

**DISTRICT 21**

Arizona, Colorado, Nevada, New Mexico, Utah

**DECEMBER 6**

HARE SCRAMBLES

•Nevada Th. MC, 2340 Pauline, Sparks, Nev. 89481  
— 702-358-5471 — Spanish Sprgs. Ply., N.  
of Sparks.

**DISTRICT 22**

Oregon, Washington

**DECEMBER 6**

SCRAMBLES

•Blue Barons MC, 1315 S. 41st, Tacoma, Wa.  
98408 — GR-2-2402 — Graham, Wa.

**DECEMBER 13**

SCRAMBLES

•Greater Seattle MC, 14218 87th S. A9, Seattle,  
Wa. 98153 — CH-2-0965 — Jolly Rogers  
Grds., 216th and Military Rd. S. Kent, Wa.

**DECEMBER 27**

OBSERVED FIELD TRIALS

Blue Barons MC, 1315 S. 41st, Tacoma, Wa.  
98408 — GR-2-2402 — Olympia, Wa.

**DISTRICT 35**

California (Central)

**DECEMBER 6**

SCRAMBLES

•Salinas Ramblers MC, P.O. Box 541, Salinas,  
Calif. 93160 — 524-7551 — Salinas Club Grds.

**HARE SCRAMBLES**

•Cyclers MC, 2121 Sherwood Ave., Bakersfield,  
Ca. 93304 — 831-4765 — Olidale, Ca.

**DECEMBER 13**

MOTO-CROSS

•Lone Wolf Pokes MC, 1591 E. Chestnut, Lom-  
pom, Ca. 93436 — RE-3-2306 — Santa Maria  
Spwy., Santa Maria, Calif.

**DECEMBER 27**

EXPLORER POST

Explorer Post 305, 424 South A St., Madera, Ca.  
93637 — OV-3-7379 — Oakhurst Cycle Pk.

**DISTRICT 30**

MOTO-CROSS

•FK C Trailblazers, 321 Rosalie Ave., Shafter, Ca.  
93263 — 305-746-0456 — Poso Park

**DECEMBER 27**

EXPLORER POST

Explorer Post 305, 424 South A St., Madera, Ca.  
93637 — OV-3-7379 — Oakhurst Cycle Pk.

**DISTRICT 10**

MOTO-CROSS

•Lone Star Pokes, 1551 E. Chestnut, Lompoc,  
Calif. 93436 — RE-2-2306 — Santa Maria  
Spwy., Santa Maria, Calif.

**SCRAMBLES**

•Porterville Spinners MC, P.O. Box 1843, Port-  
erville, Calif. 93257 — 209-784-0516 —  
Northeast Hwy of Hwy 190 & 65 Freeway,  
Porterville

**JANUARY 17**

SCRAMBLES

•Salinas Ramblers MC, P.O. Box 541, Salinas,  
Calif. 93160 — 524-7661 — Salinas Club  
Grounds

**MOTO-CROSS**

•Pathfinders MC, 443 Broadway, Fresno, Calif.  
93721 — AD7-0215 — Dunlap Cycle Park

**DISTRICT 19**

California (Northern)

**ENDURO**

•Sonova Pass M/C, P.O. Box 259, Sonova, Calif.  
95870 — 532-2276 — Sonova, Calif.

**JANUARY 24**

SCRAMBLES

•Scramblers M/C, Box 6132, Bakersfield, Calif.  
93305 — China Grade, Bakersfield

**MOTO-CROSS**

•Trail Trotters M/C, P.O. Box 414, Coolinga,  
Calif. 93210 — 935-3311 — Pleasant Valley  
Park

**JANUARY 30**

MOTO-CROSS

•Fresno M/C, 1107 E. Brown, Fresno, Calif. 93702  
— 227-5453 — Chestnut and Clayton

**DISTRICT 36**

California (Northern)

**DECEMBER 6**

MOTO-CROSS

•Richmond Ramblers, P.O. Box 484, Sta. A,  
Richmond, Ca. 94808 — 232-9702 — Pt. Rich-

**JANUARY 1**

MOTO-CROSS

Hilltoppers M/C, 2666 Verzel Ct., Castro Valley,  
Calif. 94545 — 537-9794 — Carnegie Cycle  
Park, Castro Valley, Calif.

**HARE SCRAMBLES**

•May County Motorcycle Assn., P.O. Box 221,  
San Rafael, Calif. 94904 — 415-833-6974 —  
China Camp, San Rafael, Calif.

**JANUARY 31**

MOTO-CROSS

•Stockton M/C, P.O. Box 1843, Stockton, Calif.  
95201 — 463-7283 — Stockton

**DISTRICT 37**

California (Southern)

**DECEMBER 6**

ENDURO

Ca. Enduro Assn., 5619 S. Norwalk Blvd., Whit-  
tier, Ca. 90601 — 100 Mile National Enduro  
— 213-699-0298 — Area of Red Mt., Ca.

**DECEMBER 13**

SCRAMBLES

•Lightweights MC, 5702 Parapet St., Long Beach,  
Ca. 90808 — HA-9-0405

**MOTO-CROSS**

•Baymare Cycle Assn., 13902 Hamlin St., Van  
Nuys, Ca. 91401 — 780-0061 — Baymare

**CROSS-COUNTRY**

•Prospectors MC, 542 Brett, Inglewood, Ca.  
90308

**DECEMBER 20**

SCRAMBLES

•Coachella Valley MC, 32-101 Date Palm Dr.,  
Palm Springs, Ca. 92262 — Perris Track

**HARE & HOUND**

•Jazmin MC, 9143 E. Compton, Bellflower,  
Ca. 90706 — 213-M-1-6783 — Mojave

**DECEMBER 27**

SCRAMBLES

•Perris Valley MC, P.O. Box 472, Perris, Ca.  
92570 — 551-2422 — Perris Rec. Center

**MOTO-CROSS**

•Scramblers MC, 944 Jasmin, Thousands Oaks—  
Ca. 91300 — 805-497-2060 — Bay Mare

**HARE & HOUND**

•Sandman MC, Box 285, Lawndale, Ca. 90260  
549-1643 — S. California Desert area

**DISTRICT 38**

California (Southern)

**DECEMBER 6**

MOTOR CROSS

•Rocky Ridge MC, 402 63rd St., Sp. 222, San Diego,  
Ca. 92114 — 264-4186

**DECEMBER 13**

HARE &amp; HOUND

•Imperial Valley MC, P. O. Box 127, Imperial,  
Ca. 92240 — 352-9725 — Imperial County

**POKE-A-RUN**

Tri City MC, P.O. Box 1654, Oceanside, Ca.  
92054 — 753-5996

**DECEMBER 20**

CROSS-COUNTRY

•Lions MC, 1464 W. Pt. Loma Blvd., San Diego,  
Ca. 92107 — 222-1290 — San Diego County

**DECEMBER 27**

CROSS-COUNTRY

•El Cajon MC, 1456 N. Magnolia, El Cajon, Ca.  
92021 — 714-477-7969 — Imperial Valley,  
Ca.



## Motorcycle Record Available Through AMA

Mel Murphy, whose vivid view of A.M.A. racers has become famous through her colorful oil paintings, has gone vocal. Just released is Newhall Records' "Motorcycle Man," a long-playing album with over a half hour of songs written by Melva and Buddy Mize.

The fourteen selections sung in a country and western style include "Roar of Thunder," "Cycle Racin' Man," "California Circuit," "The Ballad of Bart Markel," "Grandstand Granny," "You Lonely Little Red," and others.

Musician Carl Thomason describes the album, "It tells the story of the real motorcycle lovers, and not the rough-neck stereotypes that people tend to pin on all bike riders."

It is sub-titled "The True Story Of Motorcycles," and comes in a vivid jacket designed and painted by Melva.

"Motorcycle Man" is available through the American Motorcycle Association exclusively. Send \$5.35 to the American Motorcycle Association, 5655 North High Street, Worthington, Ohio 43085 for each copy you desire. This album will make an excellent Christmas gift for your motorcycling friend.



**AMA HONORS FLOYD CLYMER**—The American Motorcycle Association posthumously honored the late Floyd Clymer. AMA President Bill Bagnall is shown presenting the engraved plaque to Meryle Clymer, his wife. Inscription reads: "At various times in his long and productive life, there was no facet of motorcycling untouched by Floyd Clymer. No man more deserves the title, Mr. Motorcycle!"

## AMA Initiates Legislative Department

At an executive committee meeting at Tenafly, New Jersey October 27, the officers of the American Motorcycle Association approved a program that is expected to have national impact in areas of motorcycle legislation and highway safety.

The new program calls for the establishment of a full-time American Motorcycle Association legislative department that will coordinate national legal activity against unconstitutional and discriminatory laws against motorcyclists, that will serve as a sentinel on federal and state legislation affecting motorcyclists, and that will be instrumental as a lobbying force for motorcyclists and motorcycling interests.

The A.M.A.'s legislative department will make every effort to cooperate and coordinate with the Motorcycle Industry Council and other legitimate lobby groups.

The 46-year-old American Motorcycle Association represents the interests of more than 120,000 motorcyclists in the United States and is the U.S. affiliate representative of the Federation Internationale Motocycliste.

# WHEEL REVOLUTIONS

## NEWS ABOUT THE TRADE

### A BUSINESS-LIKE BIG SINGLE HIGHLIGHTS BSA'S LINE FOR 1971



VICTOR 500



FIREBIRD SCRAMBLER 650

With all-new 350cc overhead cam machines and a fascinating little three-wheeler also on the list, BSA's big billing for 1971 is a full range of singles patterned after the impressive and exciting Trans-AMA moto-cross machines.

These include a 500cc Victor MX that is identical to the special machines that have been ridden by Dave Aldana and Charles Minert in the Trans-AMA series, a 500cc Victor enduro machine, a 500cc Gold Star SS street scrambler, a 250cc



ROCKET 3 750



FURY 350 SS

Victor Enduro machine, and a 250cc Gold Star SS street scrambler. Victors and Gold Stars come with the lighting and silencing equipment that will be necessary under AMA rules in 1971, and the Victor MX all-out racer, weighing only 240 pounds, should serve to give the four-stroke machine a place in the sport of moto-cross.

650cc Lightning, Firebird Scrambler, and Thunderbolt have all been restyled, accented by slim, straight tanks and ample use of chrome and alloy.

The Rocket Three appears this year with new mufflers, tank, and side panels trimmed in a combination of red and chrome. Five ratios are available as an option.

All new 350cc overhead cam machines are available in roadster or street scrambler styles. Shifting on these machines has moved to the left side, away from British tradition.

Completing the line is an unusual little tricycle entitled the Ariel 3. It features disc-type wheels, automatic transmission, and a special coupling that enables the rider to lean in motorcycle fashion while both rear wheels remain firmly planted on the ground. The 50cc machine is intended for the commuter and leisure market.

Absent from the line are the 500cc twins.

## OVERHEAD-CAM MACHINE FOR 1971 TOPS TRIUMPH'S NEW LOOK



TROPHY 500



BANDIT 350

Triumph's little 250cc singles are all new for 1971. One is redesigned and styled to be a serious mount for the off-the-road enthusiast, and another is a street scrambler version of the same machine.

The 650cc Twins are built around a new double-loop frame, and they come as two types of Bonneville, two types of Trophy 650, and two types of Tiger. Two versions of each give the rider a choice between four speed or five speed transmissions.

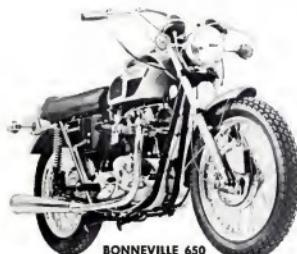
The Trident also is available in four or five speeds, and the overall appearance is improved with new mufflers and a greater use of aluminum.

500cc Triumphs for 1971 are the Daytona roadster and the Trophy street scrambler or off-road machine.

The totally new 350cc overhead cam machines are entitled the Bandit 350 and the Bandit 350ss. The chain-driven double overhead cam motor develops 34 BHP at 9000 RPM. Both bikes come with five speed transmissions actu-

ated by a left-side shifting lever. Electric starters are optional.

Apparently describing how owners of other brands will look upon these new machines, they come in a color that Triumph describes as "Jealous Green."



BONNEVILLE 650



TRIDENT 750



TRAIL BLAZER 250

# Last Chance To Enter AMA Insignia Design Contest

In February, 1970, the AMA announced a contest for the designing of a new AMA insignia. This is your last opportunity to enter your design as the contest closes December 31, 1970. Following is the information and contest rules necessary to help you design and submit your idea.

Attention, all AMA members and chartered clubs! How would you like to win \$100?

Your AMA is seeking to create a new insignia that will help to establish the Association as a progressive organization representative of motorcycling in the United States.

Any member or club of the American Motorcycle Association is eligible to participate. So, now is your opportunity to help create "the new look" for your Association.

Since its inception in 1924, the familiar AMA insignia has been the curved triangle with a vortex swirl in the center and the letters AMA in the triangle corners. The only change came in the middle 1960's when a band was added around the outside of the triangle carrying the full name of the Association.

But, in this accelerated age of greatly expanded motorcycle activities a new insignia is needed to symbolize this present and future progress.

Entries may be submitted during this year up to December 31, 1970.

From the entries a winner, first runner-up and second runner-up will be selected by a panel of judges appointed by the president of the American Motorcycle Association.

The winner will be announced at the awards presentation program during the Daytona Motorcycle Classic in 1971.

## Prizes to be awarded are:

Winner—Engraved plaque of winning design and winner's name plus \$100 in cash.  
First runner-up—Engraved plaque of his design and name plus \$50 in cash.  
Second runner-up—Engraved plaque of his design and name plus \$25 in cash.  
A commendation certificate to all who enter the contest.

Following are the instructions and specifications for designing a new AMA insignia:

1. Sketch must be at least 4 inches at its longest dimension.
2. Layout must be no larger than 8½" x 11".
3. Design must lend itself to color and black and white.
4. Submit in two forms — Black and white and with color scheme.
5. Colors shall be red, white and blue.
6. Finished art is not required.
7. Design must be adaptable for a pin as well as being used on printed matter.
8. All entries must be received at the AMA office, P.O. Box 231, Worthington, Ohio 43085 no later than December 31, 1970.
9. All entries become the property of AMA and none will be returned.
10. AMA reserves the right to make changes in the design and to adopt it as the official design.
11. Name and address must be placed on back of each layout submitted.

## Bell Crowns A.M.A. Champion Gene Romero

Gene Romero joins the list of AMA National Champions who wore a Bell Helmet on the victory trial. Romero clinched the AMA "number one" plate with his victory September 13, 1970 at Sacramento. Gene wears a Bell Star or Magnum Helmet for his racing activities.



Previous AMA National Champions who rode with Bell included two-time champion Gary Nixon and last year's AMA headliner Mert Lawwill. This year, the top ten finishers, in the points standings, all wear Bell Helmets.

Triumph mounted, Romero won three National Championship events this season, two seconds, and had an impressive list of finishes in his many starts on the way to the national title.

Bell Toptex presented Romero with a check for \$1000 for winning the National Championship. In addition, Gene collected \$850 in contingency prize money from the helmet manufacturer.

## A Safety First Bike Reflector

"The world's biggest bike reflector" is now available from the Do-Ray Lamp Company, Inc. under their Tiger-Ey brand. The new marker called, the "Super 7" Sparkler, calls the drivers' attention to the cyclist with a never-before 7" of high-visibility reflective power — exceeding SAE photometric requirements by more than ten times. The reflector is the Super Class "A" type with minimum 40 candlepower. It boasts exceptional endurance qualities with protective Hi-impact Plastic Back and heavy-duty Acrylic Plastic Lens in "Racy Red."

The "Super 7" Sparkler mounts on "Sissy" bar, back-rest bar or fender with Universal Mounting Brackets for all types of installations. Designed for all bicycles, it is an exceptionally valuable safety accessory for mini-bikes and motorcycles.

The "Super 7" Bike Reflector (Catalog #747 B) is one of a whole new series of giant 7" markers available from Do-Ray.



Catalog sheets and further information are available by writing: Do-Ray Lamp Company, 1454-68 S. Michigan Avenue, Chicago, Ill. 60605.

#### CORRECTION

It was erroneously reported in the August, 1970 issue (When Good Guys Gather) that the Hi-Desert Motorcycle Club of Ridgecrest, California sponsored an Explorer Scout Post.

The only Explorer Scout Post in the desert community is actually co-sponsored by members of the Sandblasters Motorcycle Club and the Gypsy Wheels Motorcycle Club. Another example of motorcyclists putting their Best Wheel Forward.

## CLASSIFIED

### FOR SALE

#### RIDING LEATHERS

Finest quality leather motorcycle jackets, shirts, pants, belts, boot vests, helmets, raingear, Whitworth and metric wrenches, accessories. World's lowest prices. Immediate delivery. Catalog 25c. HERM'S LEATHERTOGS, Dept. AM, 12 N. 7th St., Easton, Pa. 18042.

Genuine H-D Generator Relays — 61" OHV Crankpins, #24001-50 Sprocket, and #24007-39 Pinion Shafts, #24599-40, and #24621-40 Crankcase Bushings. Knucklehead and S.T. Gasket Sets and Standard Marine Parts. Parts available for all H-D and Indians, old or new. Send 25¢ for new illustrated catalog. CALIFORNIA CYCLE SUPPLY, P.O. Box 192-A, Fairbury, Ill. 61739.

3-WHEELERS — We have about 30 used 3-wheelers from City of Chicago. ILLINOIS HARLEY-DAVIDSON SERVICES, INC., 6500 Roosevelt Rd., Oak Park, Ill. 64304.

Custom jewelry with AMA emblem. Tie tacs or clasp, cufflinks, cuff links, Bolo tie, \$2.50 each. Money clip \$2.25, cigarette lighter or case \$3.50. Star chain, gold filled, \$1.50. Wedding bands and other jewelry. Send \$1.00 refundable first order for brochure. FRED'S CUSTOM JEWELRY, R.D. #5, Gettysburg, Pa. 17325.

### WANTED

WANTED: Indian Scout Motorcycle or parts 1930 to 1937. Four Motorcycle or parts 1930 to 1934. MURRAY BLUESTONE, 37 Warwick Ave., Toronto 10, Canada.

### REPRESENTATIVES WANTED

MANUFACTURER'S REPRESENTATIVE — National Marketing Organization Seeking Representatives Calling Directly on Motorcycle Dealers. Excellent Commissions. DEPT. C - CUNNINGHAM COMPANY, 1400 North Talbot Street, Indianapolis, Indiana 46202.

# Chain Lube...

for dependable  
chain  
lubrication!

Won't drip,  
fly off or dry  
out!



Here's real protection for your bike! Chain Lube flows on like a liquid, solidifies into a grease. Impervious to moisture and salt air, covers all moving parts with a tough film of lubrication protection. Sold coast to coast since 1940.

Manufacturers of  
specialized lubricants  
and oils

**The McGLAUGHLIN OIL CO.**

3750 Livingston Ave., Columbus, Ohio 43227



## Florida Cycle Supply

Manufacturer & Distributors

**Motorcycle  
Parts & Accessories**

Dealers — Write for Free Catalog

P.O. Box 5245  
Jacksonville, Florida 32207

### AMA News

P.O. Box 231  
Worthington, Ohio 43085

**CLASSIFIED  
AD**

Enclosed please find \$ ..... as payment for the following classified ad to appear in ..... issues starting with the next available. (Payment must be enclosed — 21 cents per word including name and address — no minimum.)

PLEASE PRINT COPY

.....  
.....  
.....

NAME.....

ADDRESS.....

CITY.....

STATE.....

ZIP CODE.....

# PIT STOPS

## A Travelers Guide To Dealers

RIDERS! Before starting on your cycle trip check this dealer guide. By planning your route so that it passes through cities in which these dealers are located you assure yourself a smooth journey with parts, service and information always available.

Listings are \$20 per year - 12 issues - for each 3 lines or fraction thereof. All dealers welcome.

## ARKANSAS

LITTLE ROCK — Richards Cycle Center, 3925 Asher Ave., MO 3-5622. Oil, Parts, Accessories. Honda and Harley specialists.

## CALIFORNIA

The following are members of  
NORTHERN CALIFORNIA

HARLEY-DAVIDSON DEALERS ASSN.

BAKERSFIELD — Thorpe's Harley-Davidson, 820 18 St., Ph. 325-3644.

BELMONT — Bernie & Son Harley-Davidson Service, 1493 El Camino, Ph. 591-8979.

FRESNO — Harold Mathews, Harley-Davidson Sales, 548 Blackstone Ave. All cyclists welcome. Ph. 233-5279.

HAYWARD — Aubrey Hansen, Harley-Davidson of Hayward, 25224 Mission Blvd. Ph. 538-2114.

MODESTO — Andres Harley-Davidson Sales, 1208 9th St. Right off Freeway 99, Owner — Gene Andress. Ph. 522-1061.

NAPA — Nelson Bettencourt Harley-Davidson SAS, 1241 Brown St. Ph. 226-7394.

OAKLAND — Harley-Davidson of Oakland Inc., 744 E. 12th St., Ph. 465-1848.

PLEASANT HILL — Bill Chaney Harley-Davidson Motorcycles Inc., 3355 N. Main St. Ph. 939-4300.

PORTERVILLE — Harley-Davidson of Porterville, 697 E. Date Ave. Ph. 784-5737.

SACRAMENTO — Armando Magri Inc., Harley-Davidson Sales & Service, 815 12th St. Ph. 443-6888.

SALINAS — Warren's Harley-Davidson Sales & Service (Bob Warren) 321 N. Main St. Ph. 424-6015.

SAN FRANCISCO — Dudley Perkins Co. since 1914. Harley-Davidson Sales & Service. All riders welcome at 66 Page Street Market & Franklin St. Ph. (415) 431-5323.

SAN JOSE — When traveling near San Jose, stop and visit with Sam Arena, 2291 Monterey Rd. Harley-Davidson Sales. Ph. 227-0123.

SAN RAFAEL — Harley-Davidson of Marin, 105 Verdi St. Ph. 457-0750.

SANTA ROSA — Ostarrello's Harley-Davidson, 306 5th St. Ph. 545-8884.

STOCKTON — Dan's Harley-Davidson Sales & Service, 729 N. Wilson Way (City Rte. U.S. 99). Ph. 464-4222.

VALLEJO — Nelson Bennett Harley-Davidson S&S, 420 Marin St. Ph. 642-0302.

YUBA CITY — Harley-Davidson of Yuba City Sales & Service (Harold Honeycutt), 516 2nd St. Ph. 673-2928.

The following are members of  
SOUTHERN CALIFORNIA

HARLEY-DAVIDSON DEALERS ASSN.

BELLFLOWER — Paul's Harley-Davidson Inc., 16211 S. Lakewood Blvd. USA's largest HD dealer. Genuine parts, accessories. Expert service. All riders welcome. Ph. 634-1222.

EL CAJON — Harley-Davidson Co. of El Cajon, 621 El Cajon Blvd. HI-4-123.

FULLERTON — Harley-Davidson of Fullerton, Inc. 2635 W. Orangethorpe Ave. Ph. 871-6563.

GLENDALE — Harley-Davidson of Glendale Inc., 3643 San Fernando Rd. Ph. 240-2860.

INGLEWOOD — Harley-Davidson of Inglewood, Inc. 901 N. La Brea Ave. Sales & Service. OR 1-7609. Parts, accessories, expert service.

LANCASTER — John Dolan's Harley-Davidson Sales, 4453 Sierra Hwy. Ph. 948-7315.

LOMITA — Harley-Davidson of Lomita, Inc. 2212 Pacific Coast Hwy. Ph. 534-5560.

LONG BEACH — Harley-Davidson of Long Beach, 3201 Ocean Beach Blvd. Harley-Davidson parts and accessories. Stop in, everybody welcome. Ph. 426-7107.

OCEANSIDE — Harley-Davidson of Oceanside, Via Del Monte. Ph. 757-7580.

PASADENA — S. E. Chubuck Harley-Davidson Sales, 1361 E. Walnut ST 2-1300.

POMONA — Harley-Davidson in Pomona, 1241 W. Hill Ave. Authorized Harley-Davidson dealer. NA 2-5417.

RIVERSIDE — Skip Fordice Harley-Davidson Sales, 3698 14th St. Ph. 447-4747.

SAN BERNARDINO — Dale's Modern Cycle, Harley-Davidson, 225 E. Baseline. KI 5-1537.

SAN DIEGO — San Diego Harley-Davidson Co., 929 1/2 1/2 St. Stop in, everybody welcome awaits you. Leonard & Brad Andress. 233-6247.

SANTA ANA — Harley-Davidson Motors, 501 E. 4th St. Service, parts and accessories. KI 7-5994.

S. SAN GABRIEL — Laidlaw's Harley-Davidson Sales, 8351 E. Garvey Blvd. AT 0-3877.

TAFT — Taft Harley-Davidson Sales, 318 Harrison St. RO 5-2370.

VAN NUYS — Russell's Harley-Davidson Sales, 16113 Sherman Way, Ph. ST 0-8644.

VENTURA — Harley-Davidson of Ventura County, 77 W. Main St. 643-1918.

WHITTIER — Whittier Harley-Davidson Sales, 12630 E. Whittier Blvd. OX 3-9114.

## ADDITIONAL DEALERS IN CALIFORNIA

LONG BEACH — Harley-Davidson of Long Beach. Parts and accessories. New modern shop at 3634 Long Beach Blvd.; Free Gunk rack and loaner tools. Stop in. Everybody Welcome. Ph. 426-7107.

MODESTO — Burke's Honda of Modesto, sales & service, 1130 6th St. LA 3-7213 or LA 3-9496.

MONTEREY PARK — When in California, stop in and see us. Ed Keay & Son, 417 E. Garvey. AT 426-3427.

RIVERSIDE — From Freeway 91 take the 14th St. off ramp West 4 blocks to the "Big Store". Skin Fordice Harley-Davidson Sales, Honda, Main St. at 14th.

SAN DIEGO — Where California begins. A hearty welcome awaits you. San Diego H-D Co., 929 India Street. Leonard & Brad Andress.

## COLORADO

NIWOT — Harley-Davidson M.B.C., Box 204 (Rt. 119 between Longmont & Boulder). Sales, parts and service.

## FLORIDA

The following are members of

FLORIDA HARLEY-DAVIDSON  
DEALER ASSOCIATION

CLEARWATER — Fletcher's Harley-Davidson Sales, 1711 S. Missouri Ave. Ph. 581-4631. Bob Fletcher.

DAYTONA BEACH — Daytona Harley-Davidson, 508 Volusia Ave. Ph. 255-6788. Joe Robison.

FT. LAUDERDALE — Harley-Davidson of Ft. Lauderdale, Inc., 2668 S. Federal Hwy. Ph. 525-7721. Joe Deruyter.

JACKSONVILLE — Adamec's Harley-Davidson, 7628 N. Main, 765-4404. George Adamec.

LAKELAND — Polk County Harley-Davidson, 1043 New Tampa Hwy., 686-4716. El Barnes.

MIAMI — Harley-Davidson of Miami, 7701 N.W. 7th Ave., 754-3331. Phil Peterson.

ORLANDO — Dick's Harley-Davidson of Orlando, 38 N. Orange Blossom Trail, Ph. 423-0346. Dick Farren.

ST. AUGUSTINE — Harley-Davidson of St. Augustine, 515 San Marco Ave., VA 9-5782. J. A. Hollingsworth.

ST. PETERSBURG — Harley-Davidson of St. Pete, 2058 1st Ave. S., 862-2248. Cannonball Hackett.

TALLAHASSEE — Fazet's Harley-Davidson Co., 646 W. Gaines St., Ph. 222-0130. Dallas Padgett.

TAMPA — Harley-Davidson of Tampa, 1707 W. Kennedy Blvd., Ph. 251-1964. Dudley Barnes.

WEST PALM BEACH — Harley-Davidson of Palm Beach, 1331 N. Military Trail. Ph. 683-7315. Robert Lureh.

## ADDITIONAL DEALERS IN FLORIDA

JACKSONVILLE — Adamec's Harley-Davidson. HD authorized dealers. No complete stock of parts and accessories new & used. If your dealer can't supply you, try us. On US. 17 south of I-10 at Imeson Airport. 7622 N. Main St. Ph. 765-4404.

PENSACOLA — Andrew Hero — Harley-Davidson Sales and Service — 3205 Mobile Highway. Service by expert Harley-Davidson mechanics.

## GREAT LAKES

The following are members of

MICHIGAN HARLEY-DAVIDSON  
DEALER ASSOCIATION  
MICHIGAN

BATTLE CREEK — Ballance's Harley-Davidson Sales, 424 Capital Ave., S. W. Woodward 2-6070. Bob Ballance, owner.

CHEBOYGAN — Jim's Harley-Davidson Sales & Service, RFD #2, Bro. Rd. Jim Lattrel, marr.

DETROIT — Earl Robinson welcomes you to the Harley-Davidson Motorcycle Co., 2801 John Lodge Expressway, So. at Grand River. WO 1-9376.

FLINT — Cummings Harley-Davidson, 2109 N. Dort Hwy. welcomes you to the fine service and complete parts stock. Phone CE 6-2221.

GRAND RAPIDS — Wilson's Harley-Davidson, 539 W. Lakewood St., N.W. Gerald Wilson, marr. Phone 454-0221.

IONIA — Brown's Cycle Sales, RFD #2, 1170 S. Bridge. Elwin Brown, marr.

JACKSON — Jackson Harley-Davidson Sales, 3390 Ann Arbor Rd. Ph. 764-0735.

KALAMAZOO — Perry Harley-Davidson Sales. Harley-Davidson parts and excellent service. 557 Portage St. Phone 2-0493.

LANSING — Harley-Davidson Sales & Service, 415 S. Cedar St. Parts and service. Burton L. Lovejoy 484-4210.

MANISTEE — Brown's Harley-Davidson Sales, 315 Oak Grove, H. W. Brown, marr.

MUSKEGON — Snell Motorcycle Sales, 590 Ottawa St. Harley-Davidson Sales & Service. Home of Mt. Garfield. Phone 3-3635.

PEORIA — Peoria Harley-Davidson Sales, 203 W. Montezuma. Genuine Harley-Davidson parts, oil, accessories. Roy Wallace. Phone 338-3851.

PORT HURON — Wally's Harley-Davidson, 3350 Lapeer Rd. Phone 982-4351.

SAGINAW — Stop in for a visit with Marv Cupp at Cupp's Harley-Davidson Sales. 807 E. Genesee, last stop north on U.S. 10. Phone 754-7798.

ST. LOUIS — W. R. Miller Harley-Davidson Sales and Service, Route #2, M46 West. Ph. 681-3629.

TRAVERSE CITY — Wikle Harley-Davidson Sales, Cedar Run Rd., Box 890. Ron Wikle, Ph. WI 6-6781.

AMA NEWS

**YPSILANTI** — Cookie's Harley-Davidson S&S. Guaranteed parts and repairs. 275 S. Ford Blvd. John Cook, mgr.

#### OHIO

**TOLEDO** — Harley-Davidson Sales Corp., 4016 N. Detroit Ave. Phone 475-0881.

#### ADDITIONAL DEALERS IN MICHIGAN

**EAST LANSING** — College Bike Shop, 1 block north of Michigan State University, Kellogg Center, 1222 S. Harrison, Zundapp, service and accessories. ED 2-4117.

**GRAND RAPIDS** — John Ester, 282 W. Leonard. Triumph exclusively. Most complete parts and service department. 31 years, same brand, same location. Ph. GL 6-8012.

**GRAND RAPIDS** — McGovern Cycle Sales — selling & servicing BSA, Suzuki, BMW. Between 25th St. & Burton St. at 2301 S. Division Ave. Ph. 245-5184.

**LANSING-HOLT** — ½ block south of Lansing on U.S. 127. Authorized dealer—Jawa, Triumph, BMW, Yamaha. Parts, service & accessories. Fast mail order service. Shop's Motors. 694-6621.

**MICHIGAN CENTER** — 4108 Page Ave., 1 mile east of U.S. 127, Jackson by-pass—Page Ave. Exit. We service all makes. Earl's Cycle Center. Jackson Ph. 764-0900.

#### ADDITIONAL DEALERS IN OHIO

**AMHERST** — Honda — BMW. We sell and service Honda and BMW. Penton Buick, Honda & BMW, 1423 Foster Park Rd. Ph. 232-6161.

**CINCINNATI** — Your Harley-Davidson dealer—Ray Konkler—Motorcycle Service Company, 1375 Tennessee Ave.

**CIRCLEVILLE** — Cy's Garage, 105 Highland Ave. 474-5301. BSA, Bridgestone. Parts-service. All riders welcome — 43113.

**CLEVELAND** — Motorcycle Specialties, 4306 Warner Rd. Ph. 883-4551. Ossa, Hodaka, Sachs, Bonanza. Custom and competition cycle parts.

**COLUMBUS** — Harley-Davidson since 1912 A.D. Farrow Co., 491 W. Broad St., U.S. Route 40. Complete service. Free post cards for tourists.

**COLUMBUS** — BMW, Sachs parts & Service. At 100 S. State & Service 1416 E. Livingston, just off the East Broad. Miller-Kelton Exit. Tues., Thurs. & Fri. till 9 p.m. Headquarters for "The BMW owners club of Ohio." Every one welcome. Ph. 258-6972.

**DAYTON** — Your Harley-Davidson dealer—Cassady's Motorcycle Sales, 1504 N. Main St. Parts & accessories. Riders welcome!

**DEFIANCE** — Your Harley-Davidson dealer—Bil White. Shop located one-half mile west of Defiance on Ft. Wayne Rd.

**ELYRIA** — Elyria Harley-Davidson Sales Co., 780 Cleveland St. on Route 20. EM 6-4971. Everything for the cyclist! All riders welcome.

**FOSTORIA** — Eatherton Motors. All riders welcome. Jawa, Matchless, Norton motorcycles, mopeds, scooters and sidecars. 1454 S. Main St. HE 5-2902. Zip 44800.

**MANSFIELD** — BSA, Honda Sales & Service. 1½ blocks south of Route 42 on Michigan Ave.

**SPRINGFIELD** — Bill's Harley-Davidson Sales, 1365 W. First St. Genuine parts and accessories, immediate service. Stop in and see us.

**TOLEDO** — Stop in at Harley-Davidson Sales Corp., 4016 N. Detroit Ave., Rts. 24 & 25. Complete stock of parts and accessories.

## GULF STATES

The following are members of  
**GULF STATES HARLEY-DAVIDSON  
DEALER ASSOCIATION**

#### LOUISIANA

**BATON ROUGE** — Jim Ott Harley-Davidson, 1290 Main St. Complete repair service.

**HOUMA** — Elmo's Harley-Davidson Sales and Service, 1222 W. Main St. Parts and service, all welcome.

**LAFAYETTE** — Clement Harley-Davidson Sales, 1911 Jefferson. Stop in for parts or service or just a visit. J. D. Clement, prop.

**LAKE CHARLES** — Harley-Davidson Sales, 2130 Broad St. Parts and service. J. H. Grant, prop.

**MONROE** — Howard Griffin's Harley-Davidson Sales & Service, 712 Grand Ave. Stop in. We have oil, parts, accessories.

**NEW ORLEANS-H-D** of New Orleans, Inc., 2910 Downman Rd. All travelers invited. Jerry Schultz, proprietor.

**SHEREPORT** — Wallace Harley-Davidson Sales, 1805 Texas Ave. Cherry Wallace, prop.

#### MISSISSIPPI

**JACKSON** — Harley-Davidson of Jackson, 641 Terry Rd., Barney Barker, dealer.

**NATCHEZ** — Zack Cain Harley-Davidson, 209 Franklin St.

## ILLINOIS

The following are members of  
**CENTRAL ILLINOIS  
HARLEY-DAVIDSON DEALERS ASSN.**

**BLOOMINGTON** — Soile's Cycle Center, 1 block off US No. 66 on US No. 150, Bloomington, Ill. Genuine H-D Sales & Service. Stop in.

**DANVILLE** — Gutierrez Harley-Davidson Sales, 1606 Georgetown Rd. All riders welcome at Jake's Easter Inn, most modern, up-to-date store.

**DECATUR** — Weaver Harley-Davidson Sales and Service, 2708 N. Water St. on US 61. Ph. 677-7116.

**PARIS** — Paris Harley-Davidson Sales, 1 mi. North Rt. 1 & 150 — Box 275. Phone 4-6201. Genuine parts and accessories. All riders invited.

**PEORIA** — Walters Brothers H-D Sales. Parts, accessories. Stop in and see us when in Peoria. All riders welcome. Bruce. Ph. 674-1917. 1212 S. Jefferson Ave. 61600.

**URBANA** — Andrae's Harley-Davidson Sales & Service, 1401 E. Main St. Ph. 265-2092.

#### ADDITIONAL DEALERS IN ILLINOIS

**BELLEVILLE** — Abend Cycle Enterprises, BSA sales and service. 819 N. 1st St. All riders welcome.

**BRADLEY** — Tri-City Cycle Sales, 1878 E. Broadway Sales & Service, BMW, Moto-Guzzi & Triumphant cycles. Everybody welcome. Ph. 982-1412.

**CENTRALIA** — Central Motor Cycle Sales, Harley-Davidson Sales — 1244 N. Illinois, 1244 N. Poplar. Ph. 532-5722. All riders welcome.

**CHICAGO** — Illinois Harley-Davidson Sales, Inc., 6500 Roosevelt Rd., Oak Park, Ill. 60304. Ph. (312) 848-6885.

**CHICAGO-Triangle** — Triangle Motorcycle, 2157 Harrison, Norton, Zundapp, Ducati, Indian, Heinkel, TWN, Males sales and service.

**ENERGY** — Swin Harley-Davidson Sales, Highway 48. Located in the beautiful Crab Orchard Lake area—a sportman's paradise.

**MAPLE PARK** — Bob-Jo Cycle, R. 1, BSA & Honda. 4-miles east of Sycamore on Hwy. 64. Ph. 895-3362.

**NEOGA** — Meek's BSA Sales & Service. 4 miles west of Rt. 45 on black top at Trowbridge. We service all makes. Ph. 895-5174.

**PEORIA** — Pierce's Cycle Shop, 5517 N.E. Adams St., Yamaha sales and service. (309) 685-5153.

**ST. CHARLES** — Champion Motorcycles, Inc. 840 W. Main St. Phone 564-9426. Triumph & Suzuki Sales, Service, Insurance.

**SKOKIE** — North Shore Harley-Davidson, 3308 Dempster St. (312) 675-9496. "A haven for your Hog."

## INDIANA

**ANDERSON** — Phillips Motors, 2311 Broadway. Harley-Davidson motorcycles. Complete service and parts, new and used.

**BLOOMINGTON** — Bayne's Harley-Davidson Sales, 1021 N. Walnut St. Parts, oil, accessories Ph. (812) 336-6404.

**BROWNSTOWN** — J. Collins Honda Center, US 50 — 12 mi. west of I-65. Honda, Kawasaki, sales, service, parts. Tourists & camping information.

**BUTLER** — Scottie's Motorcycle Sales. Complete shop service. Harley-Davidson new and used parts, accessories. U.S. #6. West city limits. Ph. 219-868-7931.

**COLUMBUS** — Wails Harley-Davidson Sales, 8 S. Gladstone Ave. Oil, parts, accessories. All riders welcome.

**ELKHART** — Harley-Davidson Sales and Service, U.S. 20, Rt. 8, Ph. 674-8061.

**FORT WAYNE** — Griffith's Harley-Davidson Sales, 3720 N. Clinton St. All riders welcome. Parts, oil, accessories.

**FORT WAYNE** — AAA Cycling, OSSA, Moto Morini, Bronco, Moto Guzzi, Norton, Ducati, 1912 S. Calhoun. Parts and service. 456-3175. Dick Brase.

**INDIANAPOLIS** — Harley-Davidson S&S, 701 S. Meridian St. The crossroads of America. George J. Schulteit & son, Bob. Special attention to travelers. All riders welcome. Ph. 635-7012.

**INDIANAPOLIS** — Indiana Cycle Sales, 1901 E. 10th St. Triumph and Suzuki. Parts and service. Ralph Moore.

**INDIANAPOLIS** — Dryer Cycle Inc., 4152 W. Washington St. (US 40). BMW, BSA, Honda sales & service. Floyd H. (Pop) Dryer & Jr.

**KOKOMO** — Majors Motorcycles, 727 S. Piate St. Norton, Bimota, Guzzi, Indian, Velocette, Moto Morini. Parts and accessories. Complete shop service.

**LA FAYETTE** — Arndt's Speed Shop, ¼ mile East of By Pass 62 on Hwy. 38. Dealer for Kawasaki, Bridgestone, Bultaco, Norton.

**LA PORTE** — Darst Harley-Davidson Sales, 125-127 Pine Lake Ave. on U.S. Highway 55. Stop in and see us.

**MADISON** — Thurnall's Harley-Davidson Sales, 511 West St. Ph. 265-4571 — Sales & Service — Ralph L. Thurnall.

**MUNCIE** — Saxman's Harley-Davidson Sales, 1210 South Walnut Street. Phone 239-5865.

**SHERIDAN** — Stufts Cycle Sales, 208 Main (Ph. 755-4310). Your friendly KAW dealer. Parts & service. Bob Stufts.

**TERRE HAUTE** — Eridge Harley-Davidson Sales, 737 N. 6th St. Stop by, all riders welcome.

## IOWA

**CEDAR RAPIDS** — Pasour Motor Sports, 1507 C St. S.W. Triumph, BSA, BMW, Yamaha Sales & Service. Mail orders welcome.

# PIT STOPS ·continued

DAVENPORT—Harley-Davidson Sales & Service, 6110 Brady on Rt. 61, ½ mile north of Rt. 6. Mail orders invited.

DUBUQUE — Wilwert's Harley-Davidson Sales, 240 East 19th one block off Rt. 61-151-3-alternate 52. Dot and Eddie prop.

## KANSAS

SOUTH HUTCHINSON — Swedes Harley Shop, 610 S. Main, ½ mi. South June 61 & K17. MO 2-6971. Stop - if only to say hello.

WICHITA — #1 Cycles of Wichita, 3135 W. Douglas. Norton and Ducati sales and service. WH 3-6671.

WICHITA—Hugo's Harley-Davidson, 2822 E. 31st St. South, 31st and K-15. MU 5-2218. Midwest's largest motorcycle dealer.

## KENTUCKY

BOWLING GREEN — McClard Motorcycle Sales & Service, Oak and Victoria Ave. West on Main St. to the end turn right one block. VI 2-5414. Night VI 2-7092.

LOUISVILLE — Harley-Davidson of Louisville, Inc., 18th and Broadway. Phone 778-2749. Tourists welcome.

## MINNESOTA

ALBERT LEA—Vandergrift Cycle Shop—Harley-Davidson Sales & Service. Genuine parts and accessories. On Highway 16.

BLOOMINGTON—Come and visit at Leo's. Motorcycle Sales, 710 W. 96th St. Ph. 888-5833 Norton, Enfield, Ducati, Moto Guzzi sales and service.

CAMBRIDGE — Larson's Cycles. Complete Sales & Service for Triumph, BSA, Honda, Yamaha, Bultaco Montesa. Largest parts stock in NW.

DULUTH—When touring at the head of the lakes. We welcome you to our shop for quick service. Harley-Davidson Cycle Co., 1917 W. First St.

ROCHESTER—3 miles east on U.S. 14. Stop at Rochester Motor Sports, Inc. Triumph and Honda parts and service.

ST. PAUL—Harley-Davidson, St. Paul Co. Hwy. and Bellona, 277 W. 7th. Sales & service, parts shipped 1-day service. CA 4-6532. Parts for all models from 1930.

ST. PAUL—Paul's Cycle Service, Inc., 841 Hudson Rd. PR 4-6051. Sales & service, BSA, BMW, Honda & Parilla motorcycles. Facing on Hwy. 10-12-61.

## MISSOURI

INDEPENDENCE — Harley-Davidson of Kansas City, the Midwest's largest cycle center. 10529 E. 40 Highway. Ph. 355-7444.

ST. LOUIS—Osborn Harley-Davidson Motorcycle Co., 6901 Easton. Most complete repair shop in the Middle West.

ST. LOUIS — Widman Harley-Davidson, 3628 So. Broadway. All riders welcome! Come in and see most modern and complete motorcycle service. Earl and Butch Widman.

ST. LOUIS—Closing out. New and used parts for older models Harley, Indian, Henderson, others. List 25¢. Entire parts business for sale. Ballak & Co., 811 N. 9th St.

## NEBRASKA

OMAHA — Rramer Motors, 2701 Leavenworth St. 342-3865. Triumph, Honda, Bultaco and Kawasaki sales and service. All riders welcome.

OMAHA — Kemper's Harley-Davidson Sales, 1209 South 6th St. Genuine H-D parts and accessories. All riders welcome.

YORK—BMW Sales & Service. Parts for most English & Japanese cycles. We welcome all riders. Hurlbut's Cycle Shop.

## NEW ENGLAND

The following are members of  
NEW ENGLAND HARLEY-DAVIDSON  
DEALERS ASSOCIATION

### CONNECTICUT

BRIDGEPORT—Schietinger Mfg. Agencies, 2392 Main St. Everything-in-stock for Harley-Davidson. Sales-Service. Prompt service on mail orders. Distr. of Neatops.

RIVERSIDE — J. R. Ransom, 117 Post Road, Genuine Harley-Davidson parts and oil. Neptune 7-2734. Home Phone Davis 4-7209.

WATERTOWN — Waterbury H-D Sales, 702 Straits Turnpike Rd. 63, Phone 274-2529.

WEST HAVEN—Schietinger Motorcycle Agencies, 106 Orange Avenue. On the Boston Post Road.

### MAINE

LEWISTON—Schott Motorcycle Supply—3 Strawberry Ave. Harley-Davidson Sales and Service. Phone 2-9451. Maine's largest dealer.

### MASSACHUSETTS

BOSTON — Cycle Craft Co. Inc. Largest New England Harley-Davidson dealer, 1813 Revere Beach Parkway. 389-8888.

WEST BRIDGEWATER — Monty's Cycle Shop, 751 North Main Street, Route 28 south of Brockton Airport.

### NEW HAMPSHIRE

CONCORD — Concord Motorcycle Shop, 12 Sandquist St. (off Hall St.), Capital 5-2302. Sales & Service. Genuine oil, parts and accessories.

MANCHESTER — Pete Forest Garage, Harley-Davidson Sales and Service. Parts, oil and accessories. 101 Upton St. NA 2-24261.

### RHODE ISLAND

PROVIDENCE — Arnold Motorcycle Co., 516 Broad St., Harley-Davidson Distributor. Visit Providence. Famous for shore dinners.

### ADDITIONAL DEALERS IN CONNECTICUT

WAREHOUSE POINT — Marsh Motorcycle Co. Inc. Benelli, Bridgestone, Ducati, Guzzi & Norton motorcycles, 35 North Rd. on Rt. 140.

### ADDITIONAL DEALERS IN MAINE

BANGOR — Maine Motorcycle Sales, R.F.D. #2, Harley-Davidson Sales and Service, 7 miles West of Bangor on Route 2. Ph. Hermon 945-9500.

### ADDITIONAL DEALERS IN MASSACHUSETTS

BOSTON — Cycle Craft Co. Inc. Complete line Harley-Davidson motorcycles, also fast parts service. 1209 Columbus Ave. GA 7-3030.

SPRINGFIELD — Wolfe's Cycle Sales, Inc. Exclusive BSA & Bonanza Mini Bike dealer. Willard W. Wolfe, prop. 740 Boston Rd. (783-6941 Code 413).

## NEW JERSEY      NEW YORK

The following are members of  
CENTRAL NEW YORK STATE  
MOTORCYCLE DEALERS ASSN.

GLOVERSVILLE—Christman's Garage and Cycle Shop, 310 Bleeker St. Ph. 54425. Authorized BSA, HMW & Yamaha dealer, parts, service and accessories.

GLOVERSVILLE — Van's H-D Sales, 432 S. Main St. Located with parts and accessories. Mail orders — prompt delivery. Ph. 725-3698.

SCHENECTADY — Spitz's Motorcycle Center, 2129 Central Ave. You are always welcome!

WATERVILLE—Brownie's Indian Sales & Service. NEW location 5 miles North at 1605 Broadway. Phone 273-8777.

The following are members of  
METROPOLITAN HARLEY-DAVIDSON DEALERS  
ASSN. OF NEW YORK AND NEW JERSEY

### NEW JERSEY

BLOOMFIELD—Harley-Davidson of Essex. Parts, accessories and expert service, 168 Bloomfield Ave. Ph. (201) 748-2500. Just off Garden State Pkwy.

ROUND BROOK—Harley-Davidson Sales Co., 105 Main St., P.O. Box 100. Ellic 6-2112. Complete parts and factory trained service.

RAHWAY—B & D Motorcycles, Route U.S. 1 & Scott Ave. Harley-Davidson S&S, FU 8-0414.

### NEW YORK

BABYLON — Suffolk County Harley-Davidson Inc., 360 Route 109. Parts and service. MO 8-5660.

LYNBBROOK — Pfaff Harley-Davidson Sales Co., 200 Merchant. Genuine oil, parts and accessories. 516-593-5330.

NEW YORK — Harley-Davidson of Manhattan, Inc., 352 E. 76th St. Prompt service by precision mechanics. RE 4-6630.

STATEN ISLAND — Frank Lombardi & Sons, Authorized Harley-Davidson dealer. Genuine parts, oil, accessories. Guaranteed service. 440-442 Bay St. GI-5722.

WHITE PLAINS—Reggie Pink, Inc., 295 Central Ave. Genuine Harley-Davidson oil, parts, and super-service by men with factory "know how."

The following are members of  
NEW YORK STATE HARLEY-DAVIDSON  
DEALERS ASSOCIATION, INC.

BATAVIA — Stanley Horsemans, Harley-Davidson Sales & Service, 8244 State Street Road, Complete line — drop in.

BUFFALO—Buffalo Harley-Davidson, 3411 Bailey Ave. Ph. 832-7159. Genuine parts and accessories. Stop in and see us.

ELICKOTTVILLE—Clark's Cycle Accessories at Ashford Station Hwy. 242. Harley-Davidson Sales & Service. Ellic 2567.

GLOVERSVILLE—Van's H-D Sales, 432 S. Main St. Located with parts and accessories. Mail orders — prompt delivery. Ph. 725-3698.

HORNELL — Harley-Davidson Motorcycle, Taylor & Canisteo Sts. Complete parts and service. Arthur Wittherow, prop.

SCHENECTADY — Spitz's Motorcycle Center, 2129 Central Ave. You are always welcome!

WAVERLY — Wm. F. Dinnick & Son Harley-Davidson Sales & Service, 376 Broad St. Ph. 565-8271. All riders welcome.

### ADDITIONAL DEALERS IN NEW JERSEY

CLIFTON — Tramonti Harley-Davidson, Inc. sales, services, oil, parts and accessories. 535 Lexington Ave., near Route 3 and 46.

SEWELL—Britt's Cycle Haven welcomes all to his Kawasaki Kingdom, 5 points Rd. Rte. 47, Delsea Dr. (609) 227-7370.

#### ADDITIONAL DEALERS IN NEW YORK

BINGHAMTON—Woody's Harley-Davidson Sales, Rt. 11 Castle Creek Rd. Ph. 8-6396.

CAYUTA—Woody's Truck Shop, BSA, Rt. 13 & 224, 12 miles from Watkins Glen. Odessa 594-8796.

LOCKPORT — Walter A. Kohl, Yamaha, Ducati, Moto Guzzi, Western New York's largest import dealer. 6956 S. Transit Rd. Lockport HF 3-5963, Buffalo 633-5644.

NEW YORK CITY — Harley-Davidson of Manhattan, Inc., 352 East 76th Street (Between 1st and 2nd Avenue) Large stock of parts and accessories. RE 4-6630.

SYRACUSE — Al's Cycle Shop, Inc. 117 Fay Rd., North Syracuse, N.Y. GL 8-3070. Authorized BSA, Bultaco, Hodaka dealership.

WALDEN — Popp's Cycle Center. Authorized HSA, Yamaha, Moto Guzzi, Moto Beta and Norton dealer. Rt. 208, Walden. Ph. 772-3561.

#### NORTH CAROLINA

The following are members of  
**NORTH CAROLINA HARLEY-DAVIDSON  
DEALERS ASSOCIATION**

ASHEBORO — Cox's Harley-Davidson Sales, Rt. 6, Woodland Drive. Ph. 629-8438.

BURLINGTON — Jordans Inc., Harley-Davidson Sales & Service. All riders welcome. 621 N. Park Ave. Ph. 226-9014.

CHARLOTTE — The Queen City of the South and the home of the Creek Motorcycle Co., your Harley-Davidson dealer. Be sure to visit our modern shop, 2429 S. Tryon St. Ph. 372-1375.

GREENSBORO — Sparky's Harley-Davidson Inc., 2401 S. Elm St. Ph. 273-1743.

HICKORY — Garlin's Harley-Davidson Sales, 2246 Hwy. 70 S.W. Ph. 324-6566. Every motorcycle rider welcome.

NORTH WILKESBORO — Lynn's Motorcycle Sales & Service, Old Highway 421 West. Ph. 667-6781.

RALEIGH — Harley-Davidson of Raleigh, 1218 S. Saunders St. Ph. 834-2059. All riders welcome.

ROANOKE RAPIDS — Collier Harley-Davidson Sales & Service, Rt. 1, Ph. 573-6493. All riders welcome.

ROCKINGHAM — Seago Harley-Davidson Inc., Rt. 1 South. Ph. 997-2010.

ROCKY MOUNT — J. W. Motorcycle Sales & Service. New and used Harley-Davidson. Ph. 446-7292. N. Church St. Ext.

WINSTON-SALEM—Stop and visit with Frances and Odell Cable at Cable's H-D Sales, 960 Brookstone Ave., Ph. 724-4765. All riders welcome.

#### OREGON

PORLTAND — East side Motorcycle Co., Harley-Davidson dealer, 625 N.E. Davis. Parts, oil service. All riders and tourists welcome.

#### PENNSYLVANIA

The following are members of  
**WESTERN PENNSYLVANIA  
HARLEY-DAVIDSON DEALERS ASSN.**

EVERETT—Dishong's Cycle Shop, 507 West Main St. Harley-Davidson Sales. Ph. 652-5844.

**JOHNSTOWN**—Zepka's Harley-Davidson Sales & Service. Mammoth stock of motorcycle parts & accessories. Expert service by factory trained mechanics. 1275 Frankstown Rd., Rt. 53 north Ph. 536-3746.

**NEW CASTLE**—Estock's Harley-Davidson Sales. Complete line of parts and accessories, RD #6 Rosedale 422 East. Ph. 924-2316.

**OIL CITY**—John L. Kuehne H-D Sales & Service, factory trained mechanics. Located miles south on Route 257, at Seneca, Pa. Ph. 676-2312.

**PITTSBURGH** — Allegheny County Dist., Inc. Harley-Davidson Sales, 14 Isabella St. Frames and forks straightened with factory equipment. Prices quoted.

**UNIOTWN** — Uniontown H-D Co., 360 Pittsburgh St., Rt. 51. Ph. 438-1821. Extensive line parts & accessories. Factory trained service.

#### ADDITIONAL DEALERS IN PENNSYLVANIA

**BERWICK** — Harley-Davidson Sales, Leonard J. Fuller, Route No. 11 two miles below Berwick. PL 9-9925.

**BUTLER** — Zanotti Motor Co., Harley-Davidson Sales & Service, 171 Pittsburgh Rd. Ph. 22378. Visit our "House of Chrome." Mail order service.

**DONORA** — Ernest Cerini, 1607 Melton Ave. H-D parts, accessories. Factory trained mech., frame-forks straightened, cyl. reborod. 49 yrs. H-D dealer. Ph. 379-6449.

**PITTSBURGH** — Pittsburgh Cycle Center, BSA, Matchless, Zundapp, Honda sales-service. Ensign Ave. & Rt. 51, 52 blocks south of Liberty Tunnel. Open evenings. HE 1-6872.

**SAYRE** — Come visit Bob's Cycle Shop, Elmira St. Triumph, BMW, Bultaco and Honda dealer. Service to all.

**SELLERSVILLE** — Gehrt's Cycle Sales, Rt. 309. Galen Gerhart.

#### SOUTH CAROLINA

**CHARLESTON** — Stokes Cycle Shop, 4046 Rivers Ave., SH 4-8157. Triumph.

#### TENNESSEE

**MEMPHIS** — Taylor Harley-Davidson Sales, 623 Cadence #21. Mid South's largest exclusive H-D dealer. Genuine parts, oil & accessories. Welcome. Ph. 948-6719.

**MORRISTOWN** — Colboch's Harley-Davidson Sls., Route #33, Newborn Highway, Enka, Vt. All riders welcome.

**NASHVILLE** — Boswell's Harley-Davidson Sales 29 LaFayette St. Parts, oil accessories.

#### TEXAS

The following are members of  
**TEXAS HARLEY-DAVIDSON  
DEALERS ASSOCIATION**

**AUSTIN** — Austin Motorcycle Company, 1611 Guadalupe St. GR 2-8788, Harley - Davidson Dealers 47 years. We have oil, parts, accessories and factory trained mechanics. Travelers have priority. Stop in and see us on your way to Mexico. P. R. James & Son's.

**BIG SPRING** — Your friendly dealer for 40 years. Stop in, we have oil, parts, service. Sales by Cecil Thixton, 900 W. Hwy. 80. AM 3-2322.

**DALLAS** — Conley's Harley-Davidson Sales, 2524 Main, RI 8-2556 — your Harley-Davidson dealer.

**HOUSTON** — Stelter Harley-Davidson Co. Sales & Service, 1515 Dallas at LaBranch. Genuine parts. FA 3-5383.

**PASADENA** — Pridgen Harley-Davidson Co., 914 Eagle St. Expert service. Parts, oil, accessories.

#### ADDITIONAL DEALERS IN TEXAS

**DALLAS** — Conley's Harley-Davidson Sales, 2824 Main, RI 8-2566. Hot spot of motorcycling.

**HOUSTON** — BSA, BMW & Honda Sales & Service. Pirelli tire distr. Established 1947. Bruce Bristol, 4615 Guin Freeway. WALnut 3-2878.

#### UTAH

**SALT LAKE CITY**—Chris Draynor Motors, Harley-Davidson headquarters, 872 S. State St. "Crossroads of the West."

#### VIRGINIA

**ARLINGTON** — Cycles Inc., BSA, BMW, Bultaco, Honda, Yamaha sales and service, parts, oil, accessories. 4219 Wilson Blvd., 524-8600.

**DANVILLE** — Ed Guill Motorcycle Sales & Service, 803 Franklin Turnpike. Harley-Davidson sales and service. All riders welcome.

**KELLER** — Harley-Davidson of Keller, Route 13, Phone 787-9667. All riders welcome. John and Ben.

**NORFOLK** — Harley-Davidson of Norfolk, Inc. 2815 Monticello Ave. Complete Harley-Davidson sales and service.

**PORTSMOUTH** — For Harley-Davidson sales and service stop in at the Portsmouth Cycle Co. Factory trained mechanics. 1710 High St. EX 3-0141. F. C. Bew, Mgr.

**RICHMOND** — Vacation in the heart of the scenic Old Dominion. Genuine parts and accessories. Factory trained mechanics. Stop and visit with Eddie Hoovermeyer, Richmond Harley-Davidson Co., 7015 Brook Rd., P.O. Box 9215.

**ROANOKE** — Butterfield's Cycle Store, Harley-Davidson sales & service, 218 25th St. N.W. When visiting the Blue Ridge Parkway stop and see Johnny Butterfield.

**WINCHESTER** — Winchester Harley-Davidson Sales, Rt. #1, Box 92, 4 mi. S. on U.S. 622. Ph. 703-662-4462. Parts, accessories and repairing. All riders welcome.

#### WEST VIRGINIA

**CHARLESTON** — Harley-Davidson of Charles-ton, Inc., 12 Virginia St. E. Complete sales & service. All riders welcome. (304) 342-6762. Ask for Bob Jackson.

**FAIRMONT** — Laschek Harley-Davidson Sales, 1523 Beverly Rd. Just off Watson Bridge. Ph. 363-8567. Open evenings.

#### WISCONSIN

**BEAVER DAM** — Mischler's Cycle Sales, 113 Parallel St. Harley-Davidson, BMW, Triumph and Honda. You will find the best deal here get the best deal from "Wild Bill."

**KENOSHA** — Kenosha Harley-Davidson Sales & Service, motorcycles, scooters, used parts. 5405 52nd St. (Highway 168) Ph. 652-3655.

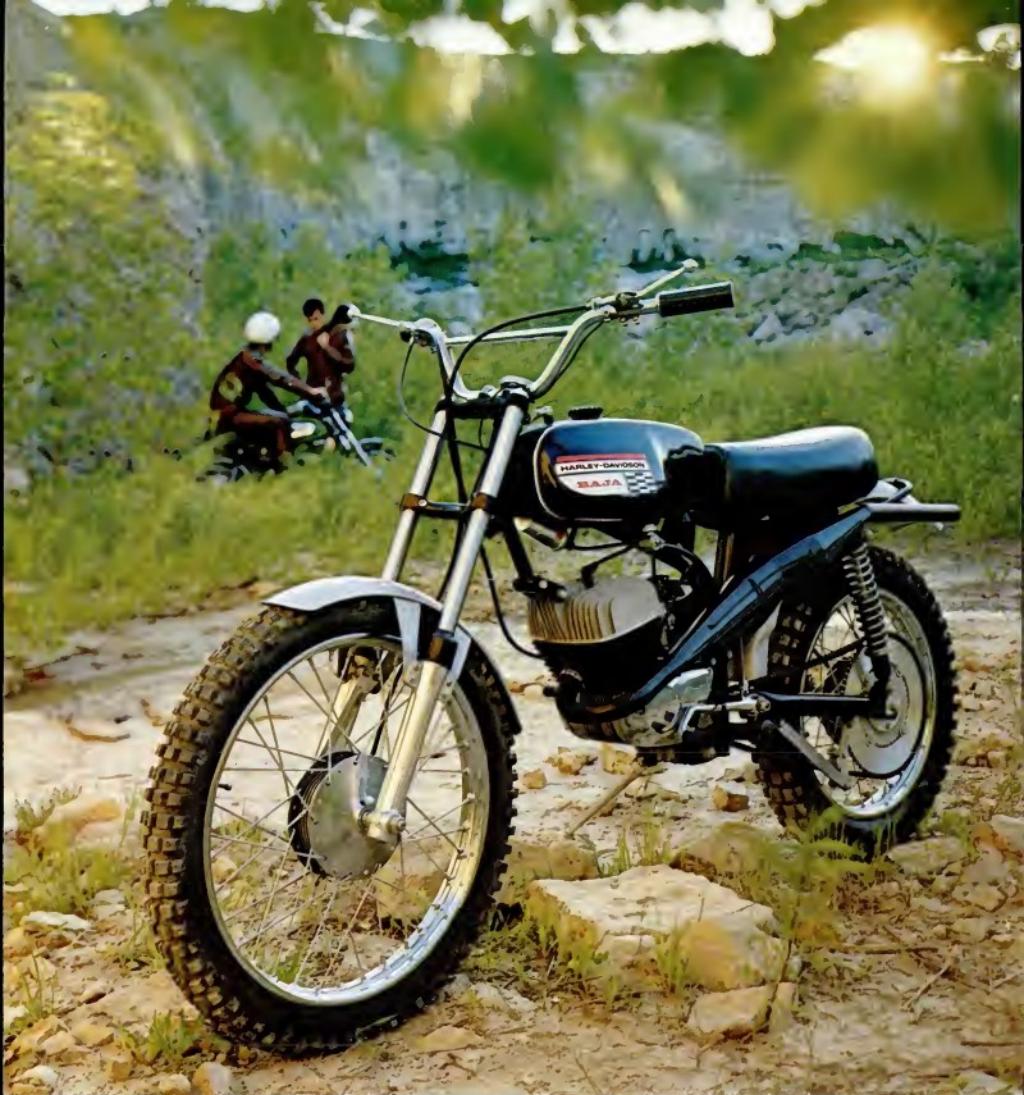
**MARSHFIELD** — Lauby Cycle Service, 1705 Rod-die Avenue. Harley-Davidson & Honda sales and service. Parts and accessories.

**MILWAUKEE** — Milwaukee Harley-Davidson, Inc., 6312 W. Fond du Lac Ave. Complete sales and service. Jack Steele.

#### WYOMING

**CHEYENNE** — Wyoming Harley-Davidson. Complete facilities. All travelers welcome. We can help you. Same location 21 years. Highway 39 West.

**SHERIDAN** — Harley-Davidson Sales and Service, 1 1/2 mi. east of I-90 on Hwy. 14 E. Open evenings.



## **Baja wins in wild country.**

100cc Baja. Wasteland bred for a single purpose. To rough it. With the hottest 2-stroke single that ever hauled past a heavy sled in a sandwash. Ceriani fork and shocks. Malleable, adjustable, quick-change levers. 5-speed gearbox. 11.7-inch clearance. Steel rims. Knobby tires; 21-inch front, 18-inch rear. And stamina. Enough to make a mountain goat blush. Baja. One of the new breed of outperformers. From Harley-Davidson. Number one where it counts . . . off the road and in the records. AMF | HARLEY-DAVIDSON, Milwaukee, Wisconsin 53201.



**the Harley-Davidson  
outperformers**